

DATE: November 8, 2023
TO: Blair Ruffner, Euclid & Heil FV Owner, LLC
c/o Shopoff Realty Investments
FROM: Alex So, Urban Crossroads, Inc.
JOB NO: 14388-02 VMT

EUCLID & HEIL RESIDENTIAL VEHICLE MILES TRAVELED (VMT) SCREENING EVALUATION

Urban Crossroads, Inc. has completed a Vehicle Miles Traveled (VMT) Screening Evaluation for the Euclid & Heil residential development (**Project**), which is located at 16300 Euclid Street on the northeast corner of Euclid Street and Heil Avenue in the City of Fountain Valley.

PROJECT OVERVIEW

The Project site will be developed from previous agricultural use into a residential community with a variety of living accommodations including townhomes and apartments. The Project proposes common open space amenities and ingress and egress along Heil Avenue and will be subdivided into a 14.06-acre parcel for townhomes and 4.03-acre parcel for apartments. A summary of the product types are as follows:

- Apartments – 407 Dwelling Units
- 3 Story Townhomes – 183 Dwelling Units
- 2 Story Triplex – 36 Dwelling Units

Development of the Project assumes that the City will adopt a General Plan Update, which will include an amendment of the land use designation of the site to High Density Residential (up to 30 dwelling units/acre) and a Zone Change to R4 High Density Multiple Dwelling zoning district.

A preliminary site plan for the proposed Project is found in Attachment A

BACKGROUND

The California Environmental Quality Act (CEQA) requires all lead agencies to adopt VMT as the measure for identifying transportation impacts for land use projects. To comply with CEQA, the City of Fountain Valley adopted Transportation Impact Assessment Guidelines for Land use Projects in CEQA and for General Plan Consistency (July 2020) (1) (**City Guidelines**). This VMT analysis has been developed based on the adopted City Guidelines.

VMT SCREENING

City Guidelines outline appropriate screening criteria for identifying when a proposed land use project is expected to have a less-than-significant impact, thus avoiding the need for a more detailed analysis.

The screening criteria are divided into the following three steps:

- Step 1: Transit Priority Area (TPA) Screening
- Step 2: Low VMT Area Screening
- Step 3: Project Type Screening

A land use project needs only to meet one of the above screening steps to result in a less than significant impact.

STEP 1: TPA SCREENING

Consistent with guidance identified in the City Guidelines, projects located within a Transit Priority Area (TPA) (i.e., within ½ mile of an existing “major transit stop”¹ or an existing stop along a “high-quality transit corridor”²) may be presumed to have a less than significant impact absent substantial evidence to the contrary. However, the presumption may not be appropriate if a project:

- Has a Floor Area Ratio (FAR) of less than 0.75;
- 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);
- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization); or
- Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

Project site is served by OCTA route 37, with a stop at the corner of Euclid and Edinger, which is within ½ mile. A review of the latest OCTA route 37 bus schedule (as of August 13, 2023) reveals service intervals of more than 15 minutes during peak commute hours, which disqualifies the Project's location from being within a Transit Priority Area (TPA). You can find the Route 37 Bus schedule in Attachment B.

TPA screening criteria is not met.

STEP 2: LOW VMT AREA SCREENING

As noted in the City Guidelines, “When a residential or office project is located within a low VMT-generating area it may be presumed to have a less than significant impact absent substantial

¹ Pub. Resources Code, § 21064.3 (“Major transit stop’ means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.”).

² Pub. Resources Code, § 21155 (“For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.”).

evidence to the contrary. In addition, other employment-related and mixed-use land use projects may qualify for the use of this 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.”³

City Guidelines include a map (See Attachment C) indicating areas of low VMT within the City of Fountain Valley to assist in identifying such areas. The proposed residential land use type for the Project aligns with the existing land uses in the Project's transportation analysis zone (TAZ), and the Project is not expected to alter existing trip lengths or travel patterns within the TAZ. Furthermore, the Project is situated in an area where VMT per service population is 15% below the City's average.

Low VMT Area screening criteria is met.

STEP 3: PROJECT TYPE SCREENING

City Guidelines specify that projects comprising local-serving retail spaces of less than 50,000 square feet and local essential services are presumed to have a less than significant VMT impact. The proposed Project does not include any local-serving retail or essential service land uses.

Furthermore, according to the City Guidelines, small projects generating fewer than 110 net new daily vehicle trips are presumed to have a less than significant VMT impact. To estimate the trips generated by the Project's proposed land uses, trip generation rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, 2021 (3), were used. The Project is expected to generate 3,506 vehicle trip-ends per day, which exceeds the 110 daily vehicle trips threshold (See Attachment D).

Project Type screening criteria is not met.

CONCLUSION

Based on our review of the City's VMT screening steps, the Project meets the Low Area VMT screening step and is considered to have a less than significant VMT impact; no additional VMT analysis is required.

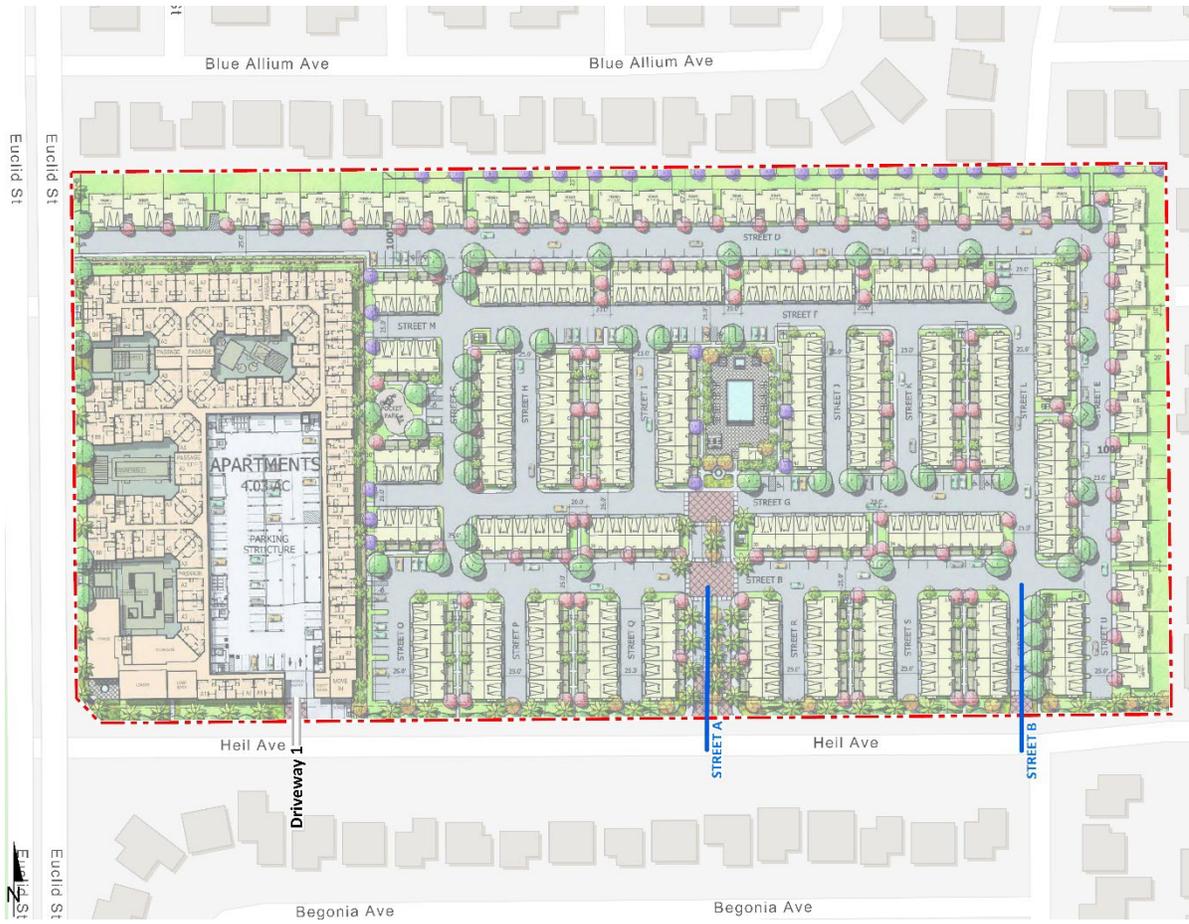
If you have any questions, please contact me directly at aso@urbanxroads.com.

³ City Guidelines; Page 16

REFERENCES

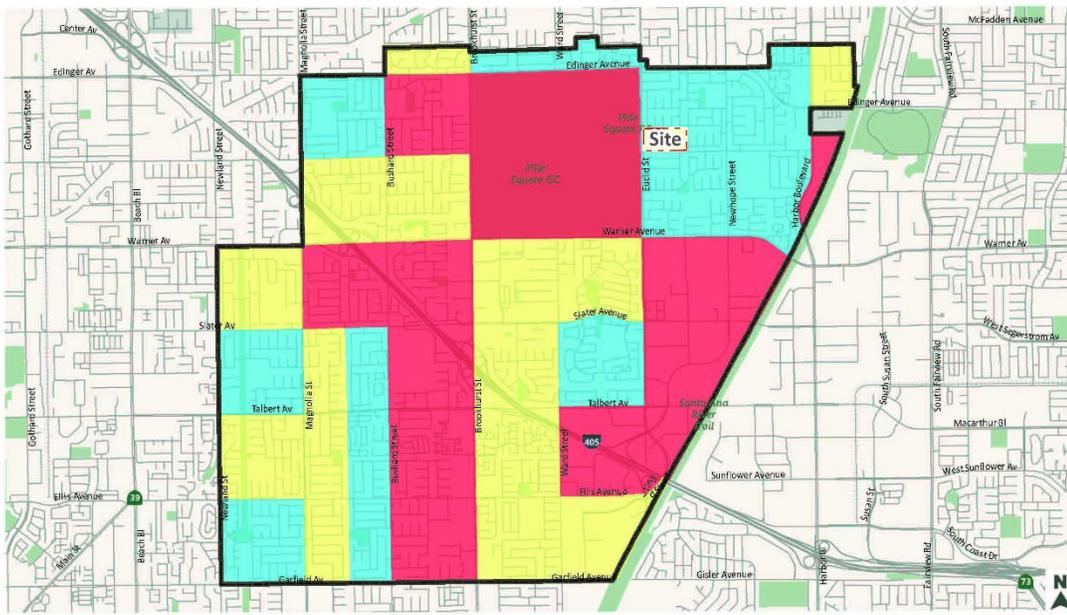
1. **City of Fountain Valley.** *Transportation Impact Assessment Guidelines for Land use Projects in CEQA and for General Plan Consistency.* City of Fountain Valley : s.n., June 2020.

ATTACHMENT A
PRELIMINARY SITE PLAN



ATTACHMENT B
OCTA ROUTE 37 SCHEDULE

ATTACHMENT C
LOW AREA VMT MAP



City_Boundary
 0 to -15% below City Average
 <-15% below City Average
 Higher than City Average
 City Average: 27.51 VMT/SP

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)

ATTACHMENT D
PROJECT TRIP GENERATION SUMMARY

TABLE D-1: TRIP GENERATION SUMMARY

Land Use ¹	ITE Code	Units ²	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Trip Generation Rates:									
Single Family Attached Residential	215	DU	0.15	0.33	0.48	0.32	0.25	0.57	7.20
Multifamily Housing (Mid-Rise) (4-10 Floors)	221	DU	0.09	0.28	0.37	0.24	0.15	0.39	4.54
Affordable Housing	223	DU	0.10	0.26	0.36	0.27	0.19	0.46	4.81

¹ Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).

² DU = dwelling units

Land Use	Quantity Units ¹	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Trip Generation Summary:								
Triplexes (2-story) & Townhomes (3-story)	219 DU	33	73	106	71	54	125	1,578
Apartments (5-story)	367 DU	31	105	136	87	56	143	1,666
Apartments (5-story) (Affordable)	40 DU	4	10	14	11	8	19	192
Total		68	188	256	169	118	287	3,436

¹ DU = dwelling units