
APPENDIX I2

VMT SCREENING ANALYSIS

MEMORANDUM

To: Steven Ayers, Principal Planner
City of Fountain Valley
Community Development

Date: January 9, 2025

CC: Temo Galvez, Deputy Director of Public Works / City Engineer
City of Fountain Valley
Public Works Department

From: Richard E. Barretto, P.E., Principal
Linscott, Law & Greenspan, Engineers

LLG
Ref:

2.23.4718.1

Subject: ***Vehicle Miles Traveled (VMT) Screening Analysis for Orange Coast
Memorial Medical Center Parking Structure and Bridge Project, California***

Linscott, Law & Greenspan, Engineers (LLG) is pleased to submit this Vehicle Miles Traveled¹ (VMT) Screening Analysis Memorandum for the proposed Orange Coast Memorial Medical Center (OCMMC) Parking Structure project (hereinafter referred to as “Project”) located in the City of Fountain Valley, Orange County, California. This Technical Memorandum outlines the VMT screening criteria, analysis methodology and conclusions. It should be noted that the approach and methodology outlined in this Technical Memorandum is consistent with the *City of Fountain Valley's Transportation Impact Assessment Guidelines for Land Use Projects in CEQA and General Plan Consistency (dated June 2020)*, which provides additional detail on the language and analysis procedures described in this Technical Memorandum.

The following sections of this Technical Memorandum summarize the Project description, present City of Fountain Valley’s VMT screening criteria, analysis methodology and conclusions.

PROJECT DESCRIPTION

The Project site is located generally south of Talbert Avenue and west of Brookhurst Street and addressed at 9900, 9920, 9940 Talbert Avenue and 18035 and 18111 Brookhurst Street. The location of the proposed parking structure and pedestrian bridge will be located on the square-shaped 2.3±-acre parcel of land that is currently developed as a 231-space surface parking lot located on the southwest corner of Talbert Avenue and Foster Street. The parking lot is now designated as “visitor parking”. Vehicular access to the Project is now provided via a “full access” driveway on Foster Street and a “right-turn in/out only” driveway on Talbert Avenue, whereas pedestrian connectivity is now provided via a “marked” crosswalk on Foster

¹ Vehicle Miles Traveled (VMT) measures the total distance driven by vehicles in a given area.



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Street at Talbert Avenue and an “unmarked” crossing on Foster Street at the site driveway that connect to an existing sidewalk system at the main OCMMC campus.

Figure 1 presents a vicinity map that illustrates the general location of the Project and the surrounding street system. **Figure 2** is an existing aerial photograph of the site.

The implementation of the Project would be consistent with the OCMMC Specific Plan Project Objectives and provide additional parking to meet the needs of the medical center. The currently adopted OCMMC Specific Plan identified the construction of a new parking structure within Planning Area (PA) 1, whereas the Project site, identified as PA 3, is designated as surface parking. This future development consisted of the expansion of the existing parking structure to the east on an existing surface parking lot that is located on the southeast corner of the campus. With implementation of the Project, an amendment to the OCMMC Specific Plan would be required to allow for the construction of a parking structure within PA 3, while maintain the existing surface parking within PA 1 and forgoing future parking structure improvements on this existing surface parking lot.

The proposed Project includes the construction of a parking structure, consisting of one subterranean level and four levels above grade, with a total of 862 parking spaces, and the construction of a pedestrian bridge that would link the structure at the third level to an elevator and staircase tower located across Foster Street. Additional pedestrian access is provided at the ground level on the northwest and northeast corners of the parking structure that would provide direct access to the sidewalk on Talbert Avenue thereby allowing pedestrians to cross Foster Street at the existing crosswalk on Foster Street and Talbert Avenue signalized intersection. To accommodate the bridge and elevators, minor parking modifications are required to the parking area east of Foster Street which will result in the loss of three (3) parking spaces.

With an existing surface parking supply of 231 stalls, the OCMMC campus parking supply will be increased by a net of 628 spaces. Upon completion of the Project, OCMMC proposes to relocate the majority of, if not all, employee/staff parking from the main campus to the Foster Street location, thereby allowing all visitor/customer/patient parking to be relocated to the medical center’s existing parking structure.

With the implementation of the Project, vehicular access to the Project site is proposed to be provided via a two-lane “gated entry-only access” driveway on Foster Street and a “gated right-turn exit-only” driveway on Talbert Avenue. **Figure 3** presents the conceptual site plan prepared by *RBB Architects*.



PROJECT SCREENING CRITERIA

Under the VMT methodology, screening is used to determine if a project will be required to conduct a detailed VMT analysis. The following section discusses the various screening methods recommended by the *City of Fountain Valley's Transportation Impact Assessment Guidelines for Land Use Projects in CEQA and General Plan Consistency (dated June 2020)*, and whether the Project will screen-out, either in its entirety, or partially based on individual land uses.

The *Fountain Valley's Transportation Impact Assessment Guidelines for Land Use Projects in CEQA and General Plan Consistency (dated June 2020)* states that three types of screening that can be applied to screen projects from project-level assessment. These screening steps are summarized below:

Step 1: Transit Priority Area (TPA) Screening

The *City of Fountain Valley's Transportation Impact Assessment Guidelines for Land Use Projects in CEQA and General Plan Consistency (dated June 2020)* state:

*“If the entirety of the project is located within a TPA² may be presumed to have a less than significant impact absent substantial evidence to the contrary. This presumption shall **NOT** be appropriate if the project includes any of the following:*

- 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 lead agency, with input from the Metropolitan Planning Organization); or*
- 4. Replaces affordable residential units with a smaller number of moderate- or high-income residential units.*

*TPA's in Fountain Valley are mapped and shown on **Appendix A**. Please note that Fountain Valley is not in control of transit routes within the City as*

² A TPA is defined as a half-mile area around an existing major transit stop or an existing stop along a high-quality transit corridor per the definitions below:

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.

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.



OCTA manages the network. Transit routes should be periodically reviewed and this document updated accordingly”

As shown in **Figure 4**, the proposed Project, in its entirety, is not within a TPA. Therefore, the proposed Project will not screen out.

Step 2: Low VMT Area Screening

The City of Fountain Valley's Transportation Impact Assessment Guidelines for Land Use Projects in CEQA and General Plan Consistency (dated June 2020) state:

“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 evidence to the contrary.”

*“To identify if the project is in a low VMT-generating area, the analyst may review **Appendix B**, which provides a map of low VMT-generating zones in Fountain Valley as compared to the County. Additionally, as noted above, the analyst must identify if the project is consistent with the existing land use within that TAZ and use professional judgment that there is nothing unique about the project that would otherwise be misrepresented by using the data from the travel demand model.”*

Appendix B of the City of Fountain Valley's Transportation Impact Assessment Guidelines for Land Use Projects in CEQA and General Plan Consistency (dated June 2020) has been used to verify if the proposed Project is within a low VMT area. As presented in **Figure 5**, the proposed Project is not within a low VMT area (yellow area [0 to 15% below City Average]). Hence, the proposed Project will not screen out.

Step 3: Project Type Screening

The City of Fountain Valley's Transportation Impact Assessment Guidelines for Land Use Projects in CEQA and General Plan Consistency (dated June 2020) states:

“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 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*
- *Projects generating less than 110 net new daily vehicle trips^{3,4}*
 - *This generally corresponds to the following “typical” development potentials:*
 - *11 single family housing units*

³ Note that a redevelopment project replacing an existing use would estimate the net increase in trips above trips what already exists.

⁴ This threshold ties directly to the OPR technical advisory and notes that CEQA provides a categorical exemption for existing facilities, including additions to existing structures of up to 10,000 square feet, so long as the project is in an area where public infrastructure is available to allow for maximum planned development and the project is not in an environmentally sensitive area. (CEQA Guidelines, § 15301, subd. (e)(2).) Typical project types for which trip generation increases relatively linearly



- *16 multi-family, condominiums, or townhouse housing units*
- *10,000 sq. ft. of office*
- *15,000 sq. ft. of light industrial⁵*
- *63,000 sq. ft. of warehousing⁴*
- *79,000 sq. ft. of high cube transload and short-term storage warehouse⁴*
- *Other local-serving projects as approved by the Planning and Building Director, City Engineer and/or Public Works Director”*

As described previously, the Project consists of the construction of a new parking structure. However, OCMC will not be increasing hospital staffing or services. The implementation of the proposed Project is to accommodate existing OCMC parking demand and will not generate any new trips to the area. Therefore, given the proposed Project will not generate any new trips, the proposed Project will screen out since it will generate less than 110 “net” daily trips.

CONCLUSION

Consistent with the *City of Fountain Valley's Transportation Impact Assessment Guidelines for Land Use Projects in CEQA and General Plan Consistency (dated June 2020)* and the VMT screening criteria and analysis methodology outlined in this Technical Memorandum, the proposed Project will screen out since it will generate less than 110 “net” daily trips. Therefore, in accordance with the City of Fountain Valley’s guidelines, the proposed Project is exempt from the preparation of any further VMT analysis and is presumed to have a less than significant CEQA-related transportation impact.

* * * * *

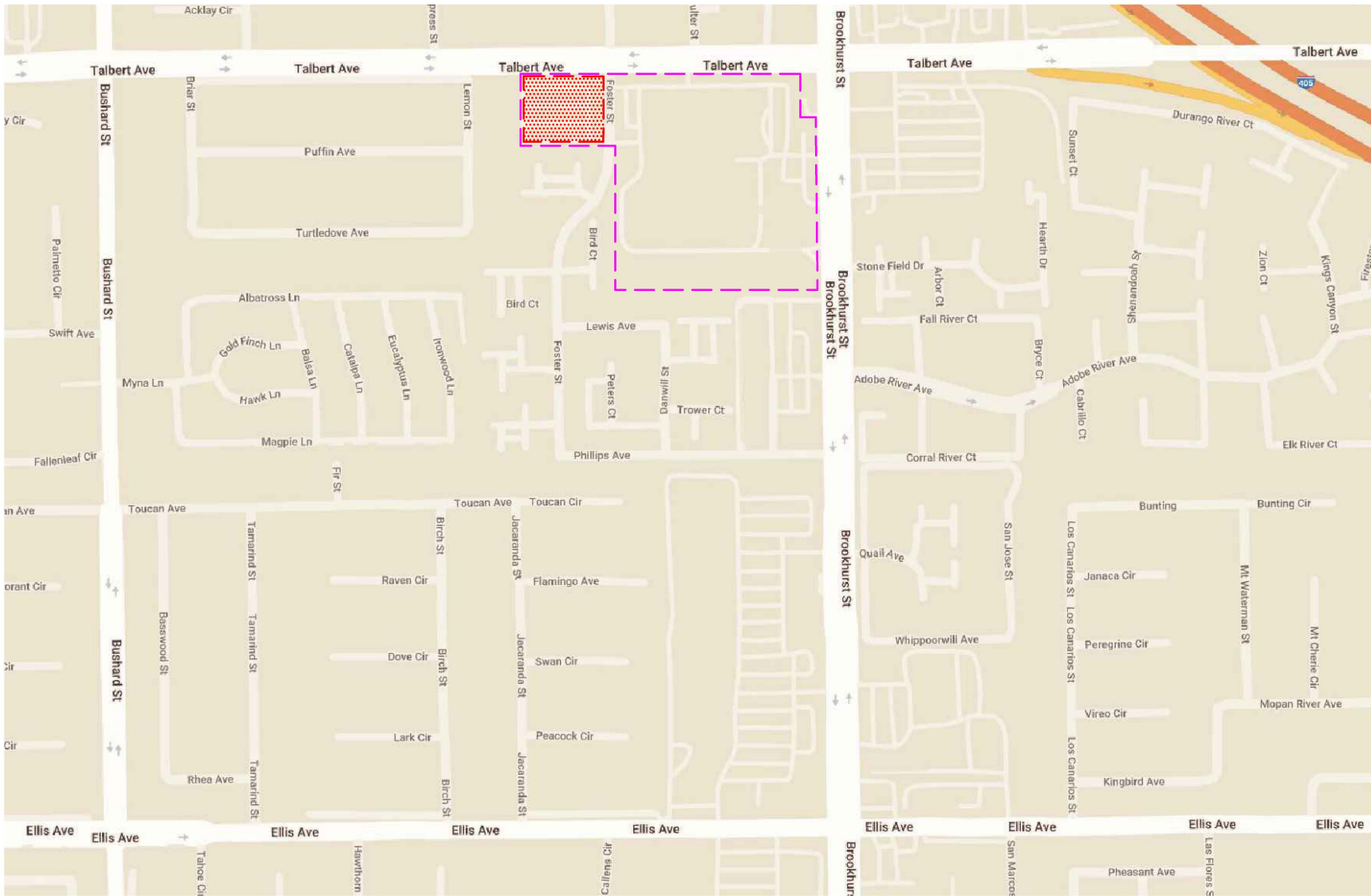
⁵ Threshold may be higher depending on the tenant and the use of the site. This number was estimated using rates from ITE’s Trip Generation Manual.



We appreciate the opportunity to provide this Vehicle Miles Traveled (VMT) Analysis Technical Memorandum. Should you have any questions regarding the memorandum, please contact us at (949) 825-6175.

Attachments

- Figure 1: Vicinity Map
- Figure 2: Existing Site Aerial
- Figure 3: Proposed Site Plan
- Figure 4: TPA Screening Map
- Figure 5: Low VMT Screening Map



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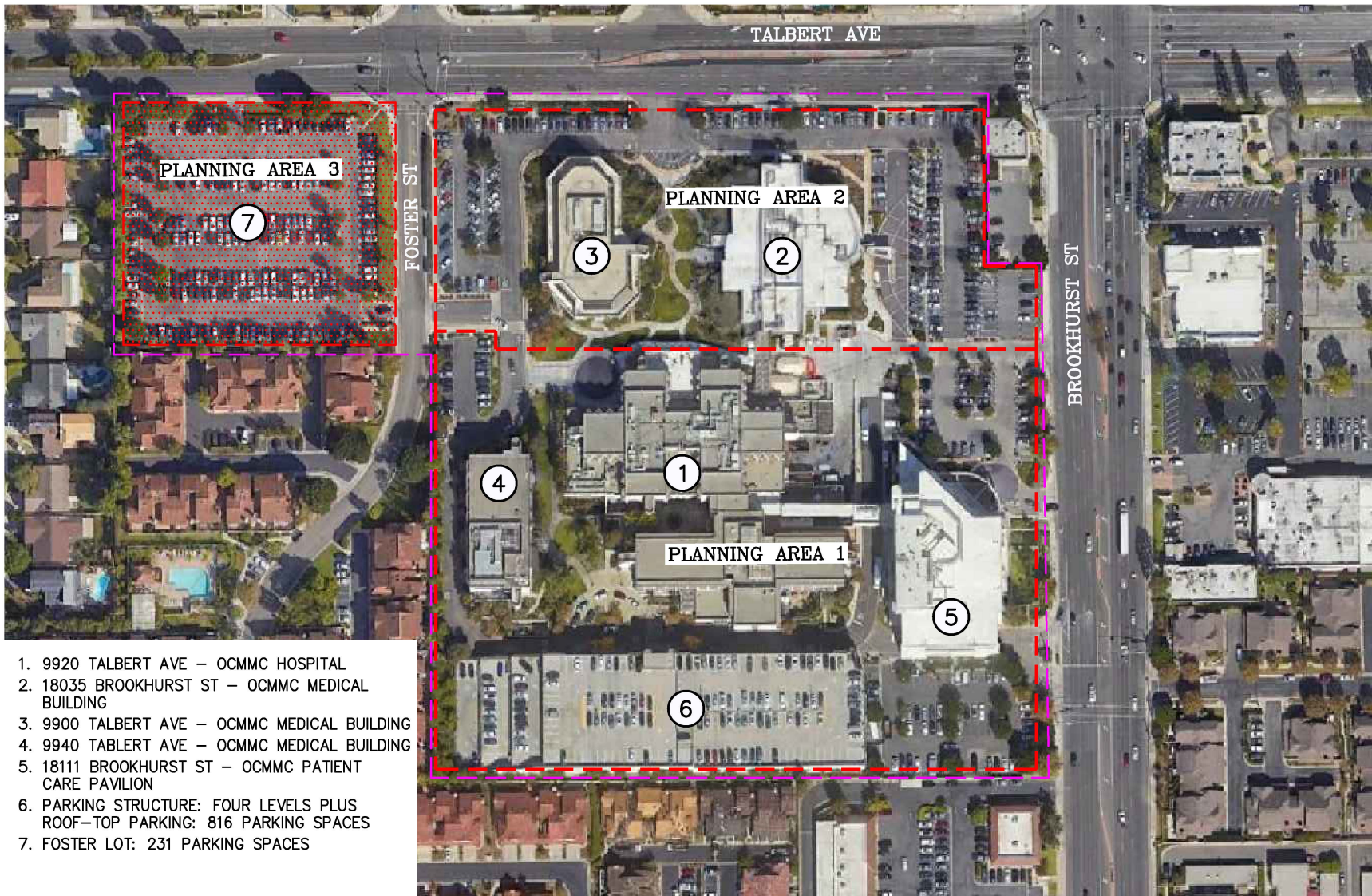


SOURCE: GOOGLE
KEY

-  = PROJECT SITE
-  = OCMC CAMPUS

FIGURE 1

VICINITY MAP
OCMC, FOUNTAIN VALLEY



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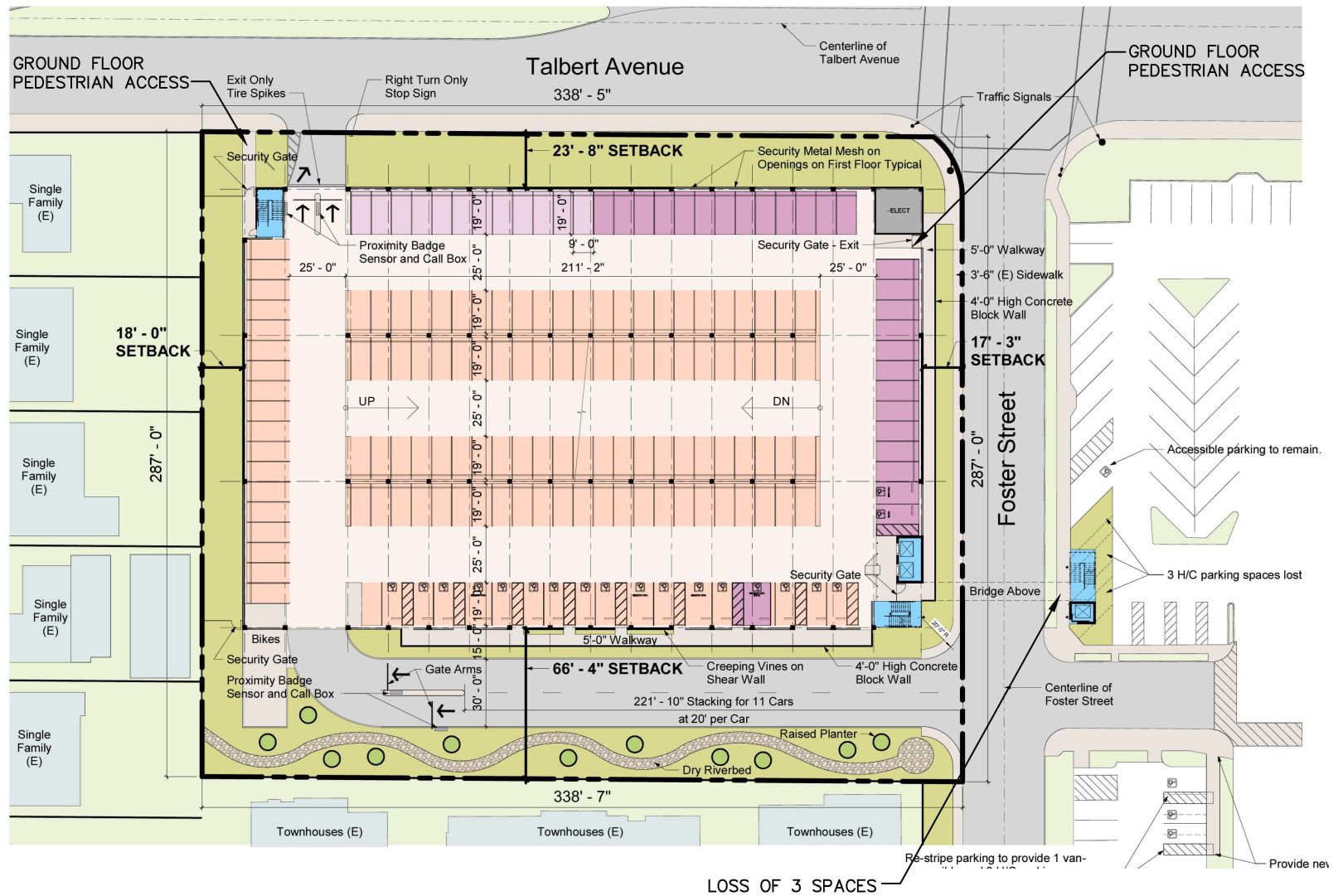
SOURCE: GOOGLE

KEY

-  = PROJECT SITE
-  = OVERALL SITE

FIGURE 2

EXISTING SITE AERIAL
 OCMC, FOUNTAIN VALLEY



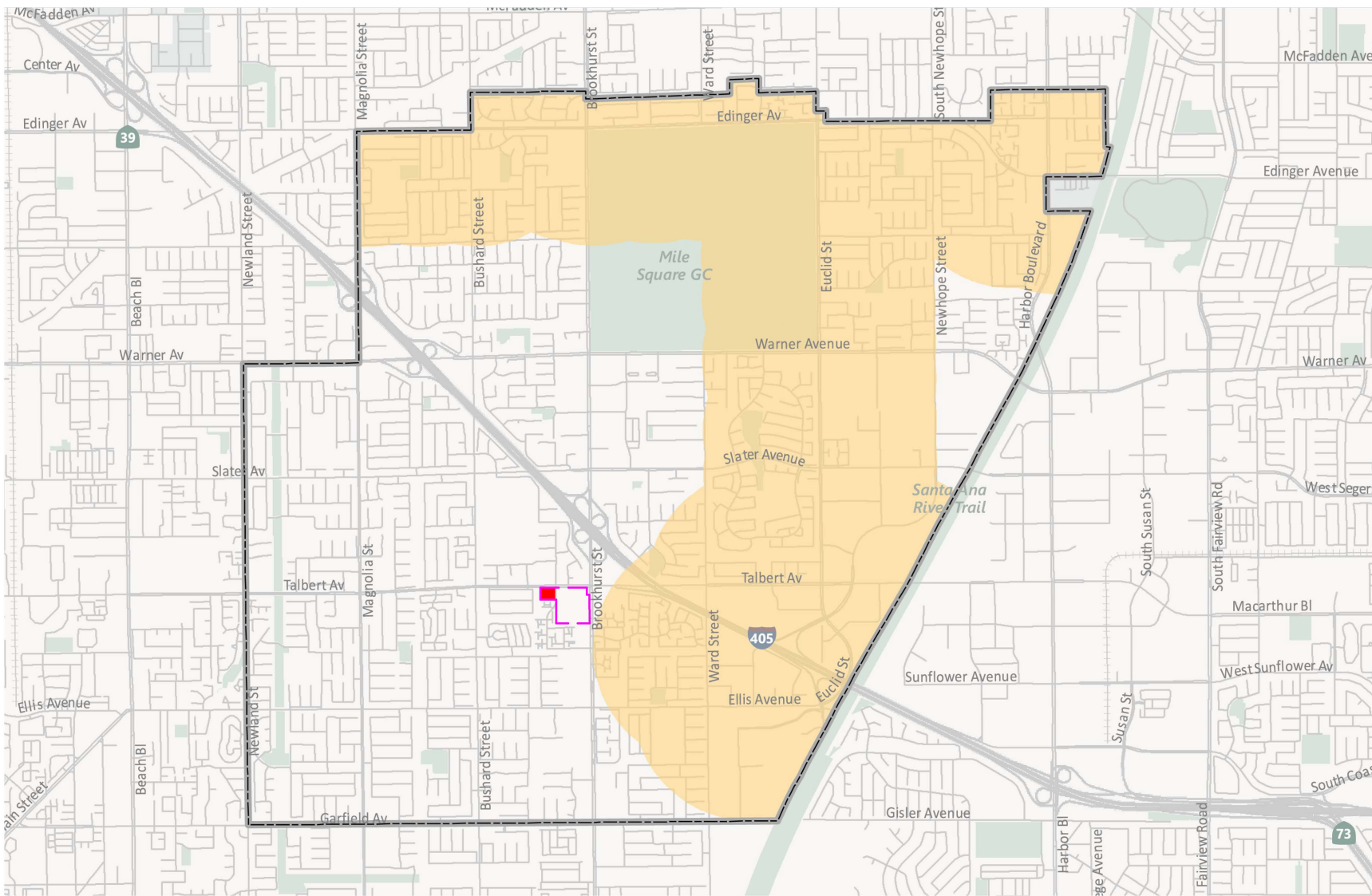
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SOURCE: RBB ARCHITECTS



FIGURE 3

PROPOSED SITE PLAN
OCMC, FOUNTAIN VALLEY



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SOURCE: CITY OF FOUNTAIN VALLEY TIA GUIDELINES (DATED JUNE 2020)

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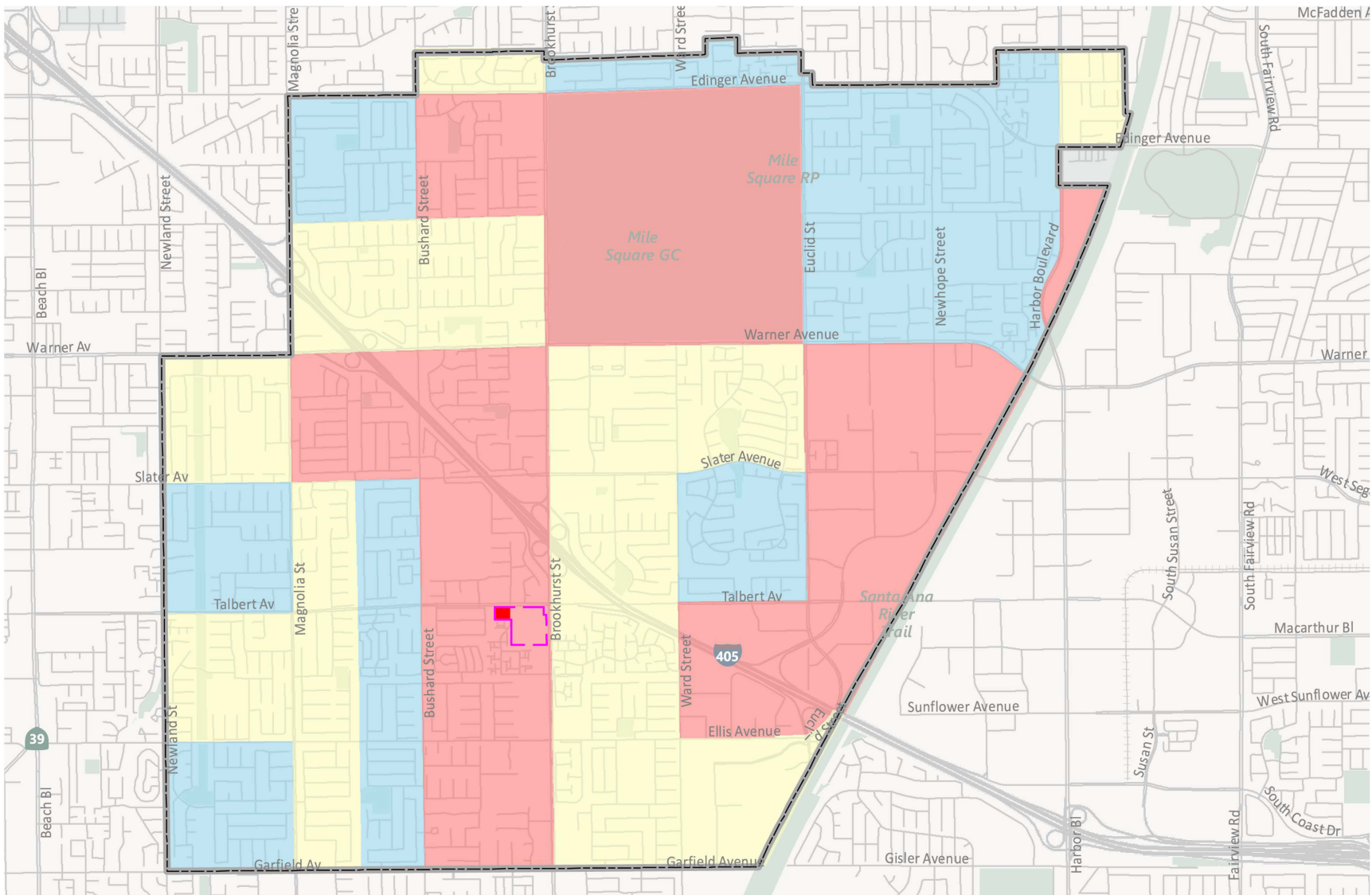
-  = PROJECT SITE
-  = OCMMC CAMPUS
-  City Boundary
-  Transit Priority Area



NO SCALE

FIGURE 4

TPA SCREENING MAP
OCMMC, FOUNTAIN VALLEY



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SOURCE: CITY OF FOUNTAIN VALLEY TIA GUIDELINES (DATED JUNE 2020)

KEY



- = PROJECT SITE
- = OCMC CAMPUS
- = City Boundary
- = <-15% below City Average
- = 0 to -15% below City Average
- = Higher than City Average

FIGURE 5

LOW VMT SCREENING MAP
OCMMC, FOUNTAIN VALLEY