

TRAFFIC MEMORANDUM

**THE RICHMAN GROUP
LAKELAND ROAD HOUSING DEVELOPMENT
13231 LAKELAND ROAD
SANTA FE SPRINGS, CALIFORNIA**



LEAD AGENCY:

**CITY OF SANTA FE SPRINGS
COMMUNITY DEVELOPMENT DEPARTMENT
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SFSP 067

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1. INTRODUCTION

The City of Santa Fe Springs is considering an application that would involve the construction of a new 139-unit housing development located near the intersection of Lakeland Road and Laurel Avenue. Of these total number of units, 121 units would consist of one, two, and three-bedroom rental units and 18 units would be three level owner-occupied townhome units. All the units would be affordable units. The purpose of this memorandum is to estimate the proposed project's potential traffic impacts and to identify any applicable mitigation measures.¹

2. PROJECT LOCATION

The proposed project site is located in the east-central portion of the City of Santa Fe Springs. The City is located approximately 13 miles southeast of Downtown Los Angeles, and 18 miles northwest of Downtown Santa Ana. Santa Fe Springs is bounded on the north by the City of Whittier and unincorporated West Whittier; on the east by Whittier, La Mirada, and unincorporated East Whittier; on the south by Cerritos and Norwalk; and on the west by Pico Rivera and Downey.²

Regional access to the City of Santa Fe Springs and the project site is provided by two freeways: the Santa Ana Freeway (I-5) and the San Gabriel River Freeway (I-605). The I-5 Freeway extends along the City's western and southern portions in a northwest-southeast orientation, and the I-605 Freeway extends along the City's westerly side in a southwest-northeast orientation. The location of Santa Fe Springs in a regional context is shown in Exhibit 1. A citywide map is provided in Exhibit 2. The proposed project site is located near the intersection of Lakeland Road and Laurel Avenue. A local map is provided in Exhibit 3 and an aerial is provided in Exhibit 4.

3. ENVIRONMENTAL SETTING

The larger site (Area 1) was previously used to store Budget® rental trucks and shipping containers. The site is now vacant. Surrounding land uses are zoned primarily for multiple-family residential and industrial development. The following land uses are located around and near the project site:

- *North of the project site.* North of the western portion of the proposed planned housing development (Area 1), the properties are zoned entirely for industrial and multiple residential family uses. The adjacent parcels directly north of Area 1 include an air-conditioner factory and a hardware supply warehouse. The City of Santa Fe Springs corporate boundary with the unincorporated community of South Whittier is located approximately 100 feet north of the eastern portion (Area 2) of the project site. Directly north of Area 2 are other mixed residential land uses. Public facilities in the vicinity of the project site includes a local church and a Department of Social Services community resource health center.³

¹ Email from Mr. Rich Westberg, Executive Vice President. The Richmond Group of California. Personal Email May 12, 2020.

² Google Maps. Website accessed on August 22, 2020.

³ Blodgett/Baylosis Environmental Planning. *Site Visit*. Survey was conducted on August 20, 2020.

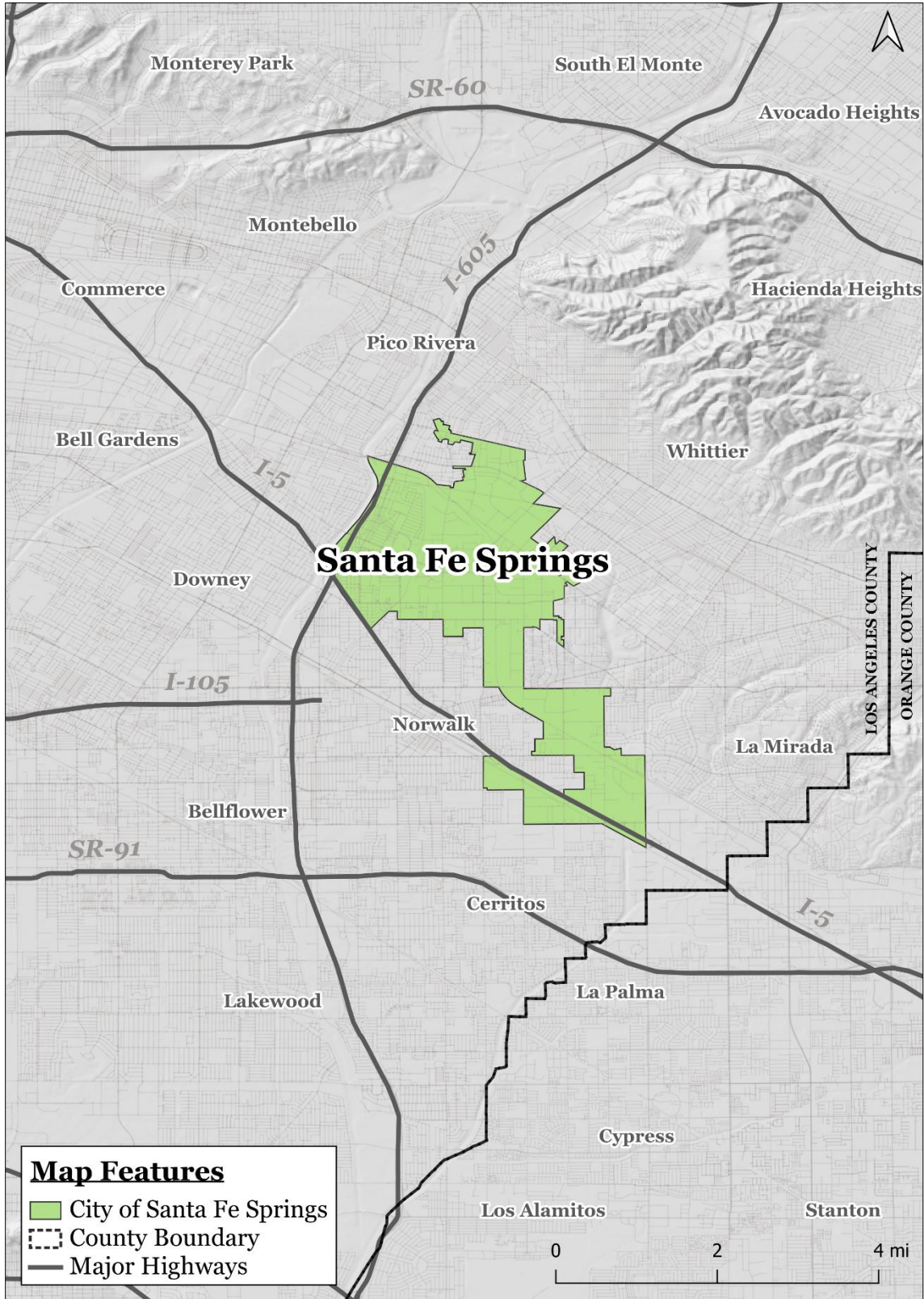


EXHIBIT 1
REGIONAL MAP

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

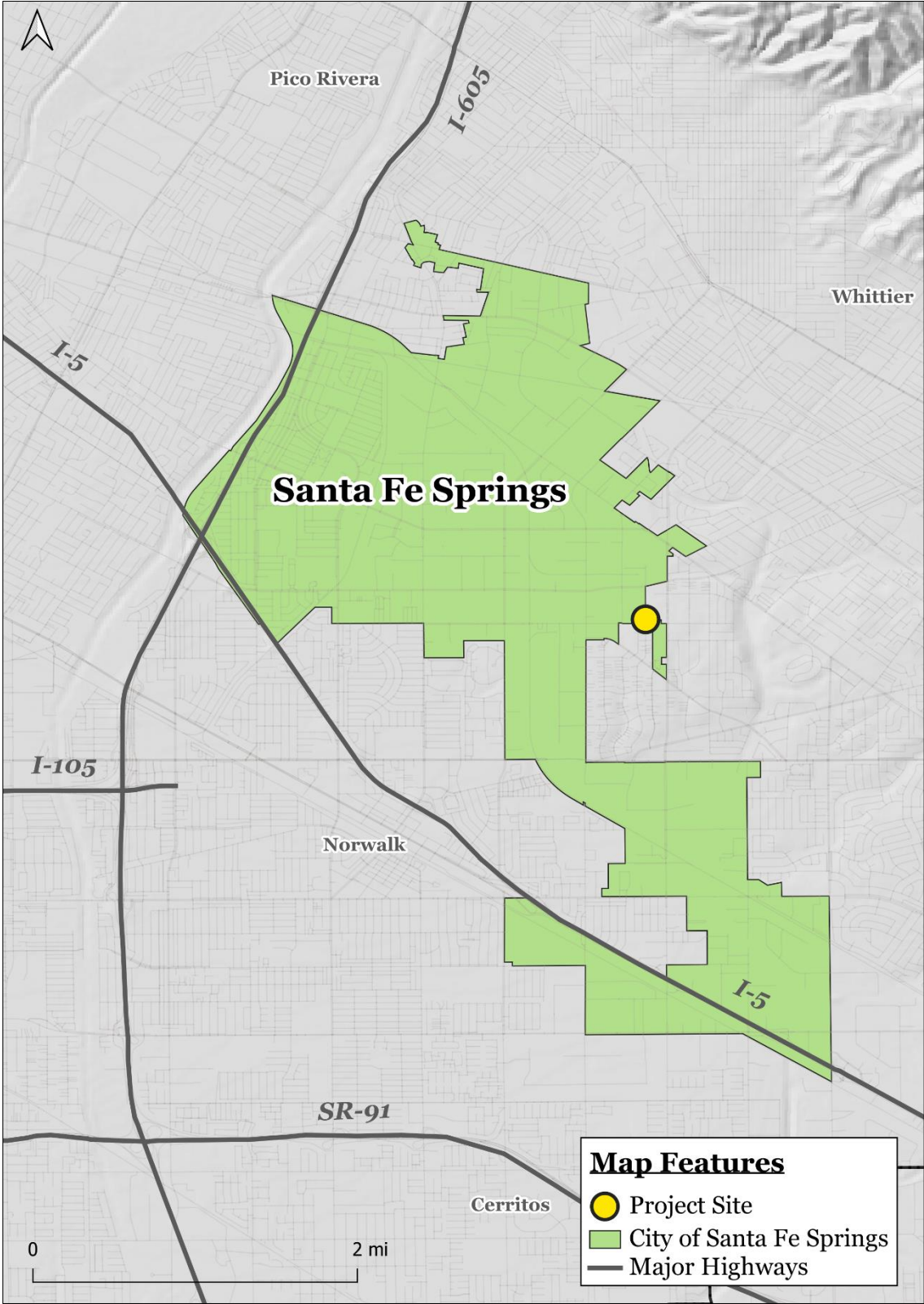


EXHIBIT 2
CITYWIDE MAP

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

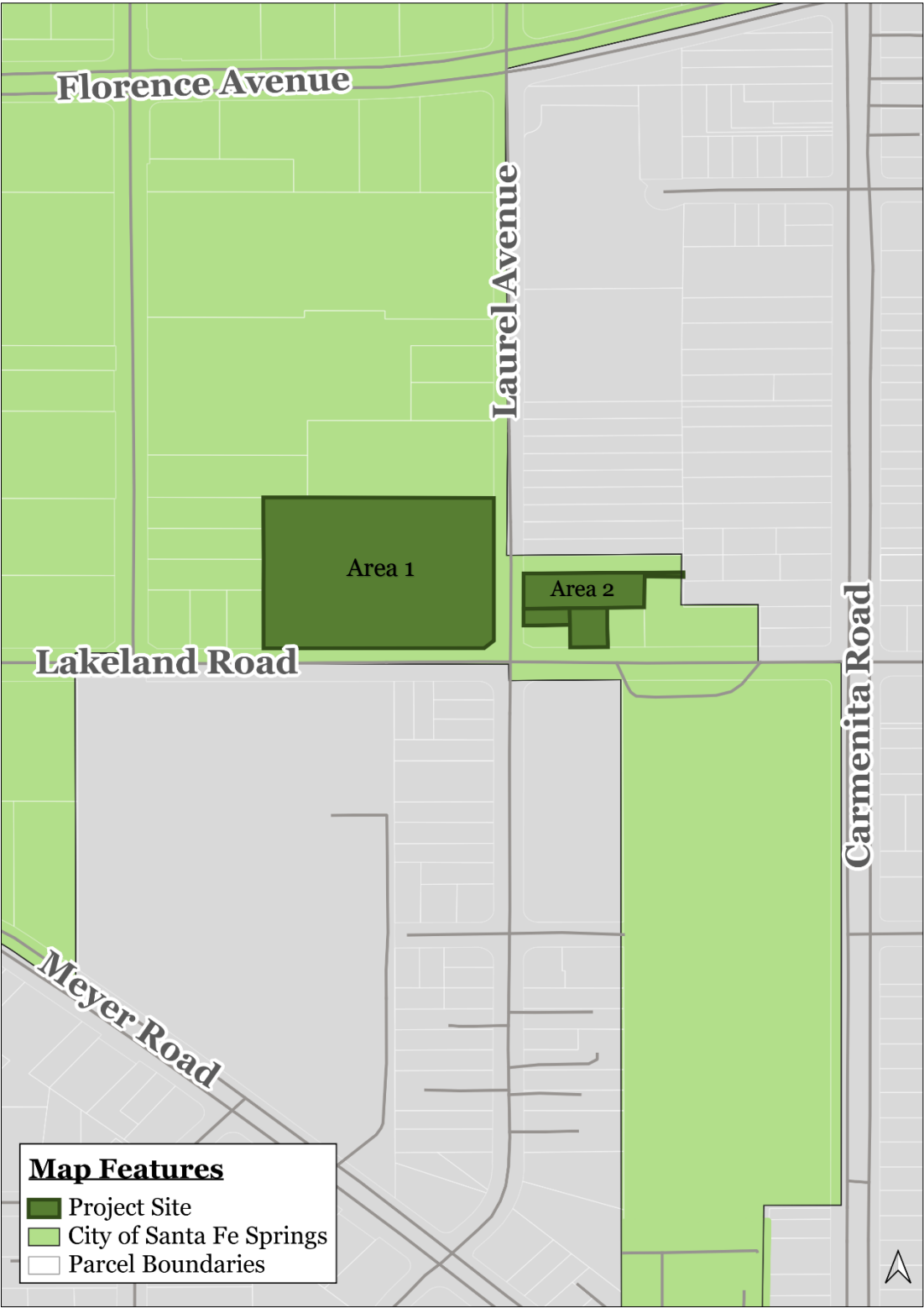


EXHIBIT 3
LOCAL MAP

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

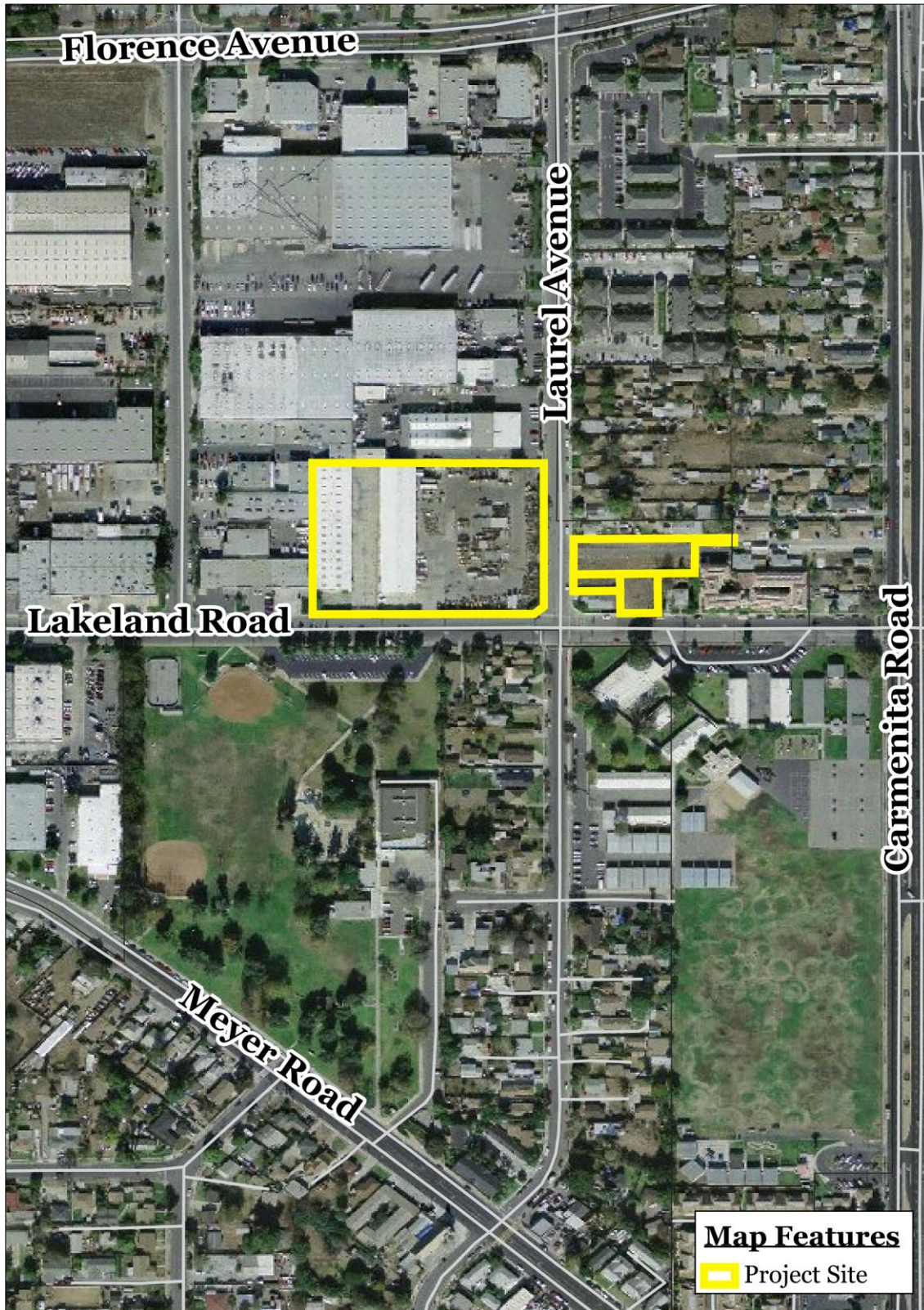


EXHIBIT 4
AERIAL IMAGE OF PROJECT SITE
SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

- *East of the project site.* The City of Santa Fe Springs corporate boundary with the unincorporated community of South Whittier is located approximately 250 feet east of the project site. Land uses located to the east of the proposed project site are zoned entirely for residential development. Approximately three-quarters of a mile east of the project site, on Lakeland Avenue, is the Candlewood Country Club golf course.⁴
- *South of the project site.* Directly to the south of the project site and across Lakeland Road, are the Carmela Elementary School and Amelia Mayberry Park and the Community Sports Complex. Other land uses to the south also include public areas, residential developments, churches, and small commercial establishments located near the intersection of Laurel Avenue and Meyer Road. This latter intersection is located approximately one-quarter mile south of the project site.⁵
- *West of the project site.* The intersection of Lakeland Road and Shoemaker Avenue is located approximately one-quarter mile west of the project site. Land uses in this area include construction, hardware, and technology supply warehouses as well as truck parking along Painter Avenue, approximately 250 feet from the project site's westernmost boundary.⁶

An aerial photograph of the project site and the surrounding area was previously provided in Exhibit 4.

4. DESCRIPTION OF PROJECT

The proposed project would involve the development of a new 139-unit housing project located near the intersection of Lakeland Road and Laurel Avenue. Of this total number of units, 121 rental units would consist of transitional and supportive units for lower income households. An additional 18 units would be reserved for senior households. The owner-occupied townhome condominium units would also be reserved for first-time buyer lower income households. These 18 townhome units would be constructed by Habitat for Humanity. The site plan is shown in Exhibit 5.

The proposed project would include the development of four adjacent parcels. All four parcels have a Multiple-Family Residential-Planned Unit Development (R3-PD) designation. The total building footprint for the proposed development project is 69,554 square feet, which would be divided between two development areas: Area 1 (Affordable Housing and Whole Child Residential Developments) and Area 2 (Habitat for Humanity Housing Development). The larger site to the west of Laurel Avenue (Area 1) consists of 3.93-acres and would include the construction of four new apartment buildings that would have a maximum footprint of 43,494 square feet and maximum height of 46 feet. Area 1 would include 121 residential dwelling units with a mix of one, two- and three-bedroom apartments. Area 1 would also include separate buildings housing various amenities containing a multi-purpose room, manager's offices, mailboxes, a computer center, a fitness room, and laundry facilities.⁷

⁴ Email from Mr. Rich Westberg, Executive Vice President. The Richmond Group of California. Personal Email May 12, 2020.

⁵ Ibid.

⁶ Ibid.

⁷ Ibid.

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LAKELAND ROAD HOUSING DEVELOPMENT • CITY OF SANTA FE SPRINGS

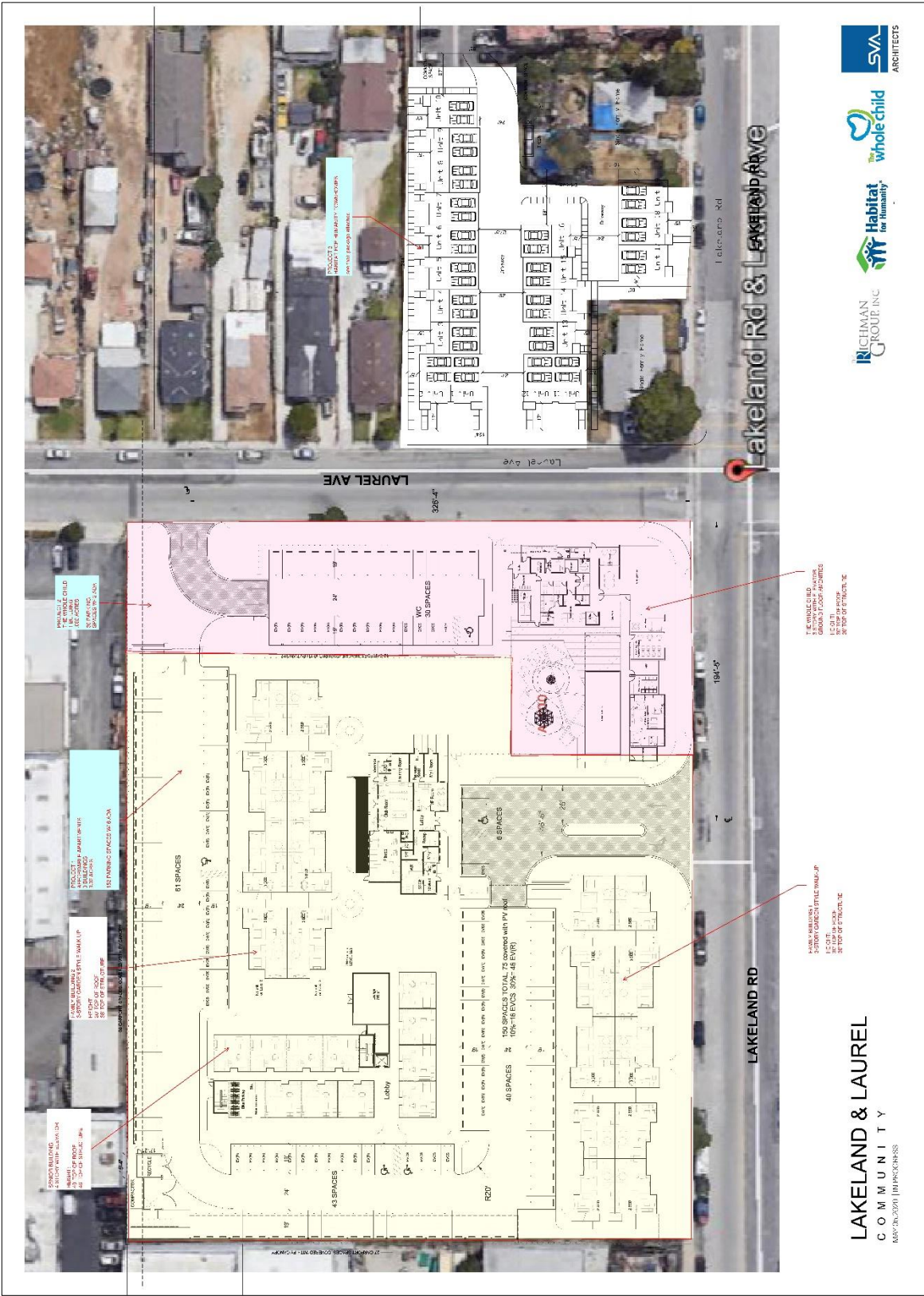


EXHIBIT 5
SITE PLAN OF THE PROPOSED PROJECT
SOURCE: SVA ARCHITECTS

The smaller site, located to the east of Laurel Avenue, consists of three parcels (totaling 0.75 acres) and would include the construction of three new residential structures with a total building footprint of 24,676 square feet and maximum height of 35 feet. Area 2 would include 18 residential units with a mix of one, two- and three-bedroom floor plans.⁸

5. SITE ACCESS AND CIRCULATION

The main access and entry to the Area 1 Affordable Housing Development would be provided from Lakeland Road with a secondary emergency vehicle exit to Laurel Avenue. Driveway access to the Area 1 Whole Child Residential Development would be provided on Laurel Avenue. Driveway access to the Area 2 component of the proposed project would also be provided from Laurel Avenue. Area 2 is bisected by an access easement to a mid-block parking lot for the Lakeland Manor Apartments located adjacent to the proposed development to the east along Lakeland Road.

6. PARKING

There would be 152 residential parking spaces and 6 visitor parking spaces associated with the proposed Area 1 development, including 8 ADA-accessible stalls which meet the parking requirements (6 spaces) established in the Los Angeles County Building Code - Section 1129B.⁹ Included in the proposed Area 2 development would be a 2-car parking garage for each unit, for a total of 36 garage parking spaces associated with this component.¹⁰ The proposed project meets the City's off-street parking requirements,

7. EXISTING ROADWAY SYSTEM

As indicated previously, the proposed project is located near the intersection of Lakeland Road and Laurel Avenue. Roadways located in the vicinity of the project site area described below:

- *Carmenita Road.* This roadway is located approximately 700 feet to the east of the project site. Carmenita Road is designated as a Major Arterial. Major Arterials are designed to move large volumes of traffic through the community. Most of the arterial roadways have four to six travel lanes, with a two-way left-turn lane. Traffic signals are the primary traffic controls. The most recent average daily traffic counts (2020) for the nearest segment of Carmenita Road were approximately 24,000 average daily trips (ADT).
- *Shoemaker Avenue.* This roadway is located approximately 1,900 feet to the west of the project site. Shoemaker Avenue is designated as a Secondary Arterial. A secondary roadway's primary function is to provide connectivity between commercial and industrial areas. These roadways are generally located in the eastern part of the City—south of Imperial Highway. These roadways are generally wider, providing mobility for freight vehicles, and are generally one to two lanes in each direction.

⁸ Email from Mr. Rich Westberg, Executive Vice President, The Richmond Group of California. Personal Email May 12, 2020.

⁹ Ibid.

¹⁰ Ibid.

The segment of Shoemaker Avenue in the vicinity of the project (between Florence Avenue and Meyer Road) was handling approximately 12,290 ADT in 2020.

- *Lakeland Road.* This roadway extends along the project site's south side. Lakeland Road is designated as a Secondary Arterial. A secondary roadway's primary function is to provide connectivity between commercial and industrial areas. These roadways are generally located in the eastern part of the City—south of Imperial Highway. These roadways are generally wider, providing mobility for freight vehicles, and are generally one to two lanes in each direction. The segment of Lakeland Road between Laurel Avenue and Carmenita Road was handling approximately 3,400 ADT in 2020.
- *Laurel Avenue.* This two-lane roadway separates Area 1 and Area 2. Laurel Avenue is designated as a Local Street. Local streets provide access to and from residential neighborhoods and generally provide one travel lane in each direction with on-street parking permitted on both sides of the street. These roadways are primarily located on the western and southeastern part of the City. Most local streets have a posted speed limit of 25 mph.

8. TRIP GENERATION IMPACTS

The project's trip generation was estimated using trip generation rates derived from the Institute of Transportation Engineer's (ITE) 10th Edition Trip Generation Handbook. The project's daily trips are presented in Table 1. As shown in Table 1, the project is anticipated to generate approximately 756 trips per day, with 50 trips occurring during the morning (AM) peak hour and 61 trips occurring during the evening (PM) peak hour. This figure does not take into account that the units will consist of affordable housing units where a number of the transitional households will not likely own a personal vehicle. Of the 139 units, 121 rental units would consist of transitional and supportive units for lower income households.

Table 1
Project Trip Generation

Description/Variable	Average Daily Trips	AM Peak Hour	PM Peak Hour
ITE Trip Rates for the Proposed Project (Multi-Family Residential –ITE Code 220)			
Trip Rates for Multi-Family Residential (139 units)	5.44 trips/unit	0.36 trips/unit	0.44 trips/unit
Traffic Generation	756 trips/day	50 AM trips	61 PM trips

The larger site, Site 1, was previously being used to store Budget® rental trucks, vehicles, and shipping containers. Review of an aerial photograph identified a large number of parked vehicles on the Area1 site. The vehicles that were being stored onsite included a total of 91 panel vans and 42 cars. In addition, 7 trucks were parked on site. There were also an estimated 76 other vehicles that were parked throughout the site and these appeared to be employee vehicles. Finally, there were approximately 50 containers being stored on the project site. According to the most recent site visit (January 2022), the Area 1 site is now vacant.

All of the proposed project's vehicle trips would exit the site using Lakeland Avenue. Assuming 50% of the trips would travel eastbound on Lakeland Avenue and the other 50% of the trips would travel westbound on Lakeland Avenue, the potential trip distribution and the resulting LOS at the two nearest intersections are summarized below:

- A total of 378 daily trips would travel eastbound to the Lakeland/Carmenita intersection. Of this total, 25 trips would occur during the AM peak hour and 30 trips would occur during the PM peak hour.
- A total of 378 daily trips would travel westbound to the Lakeland/Shoemaker intersection. Of this total, 25 trips would occur during the AM peak hour and 30 trips would occur during the PM peak hour.
- A negligible number of local trips might travel south on Laurel continuing southerly to Meyer. These trips would most likely be related to school drop offs.
- The Shoemaker Avenue/Lakeland Road intersection is currently operating at a very good level of service. The AM and PM level of service at this intersection is "A" during both periods and corresponding ICU is 0.323 and 0.411, respectively.
- The Lakeland/Carmenita intersection is also currently operating at a very good level of service. The AM and PM level of service at this intersection is "B" and "A", respectively. The corresponding ICU is 0.602 and 0.587, respectively.

As a result, the potential impacts are less than significant when considering the number of trips that will be added to the two nearest intersections during the peak hours and the existing LOS. In addition, the proposed residential development will replace a previous industrial use. The project's construction and occupation will not result in a loss of pedestrian facilities since all sidewalks that would be affected by the project's construction would be replaced. In addition, the project will not preclude the use of public transit stops will not be relocated or eliminated. As a result, the potential impacts are considered to be less than significant.