



Lincoln Colony Apartments Project

Appendix I

Trip Generation Memorandum, March 2021

This page is intentionally left blank.



MEMORANDUM



Date: March 17, 2021

To: Vincent Tran, Principal Traffic Engineer, City of Anaheim

From: George Ghossain, Principal Engineer, IEG

SUBJECT: LINCOLN COLONY APARTMENTS, CITY OF ANAHEIM

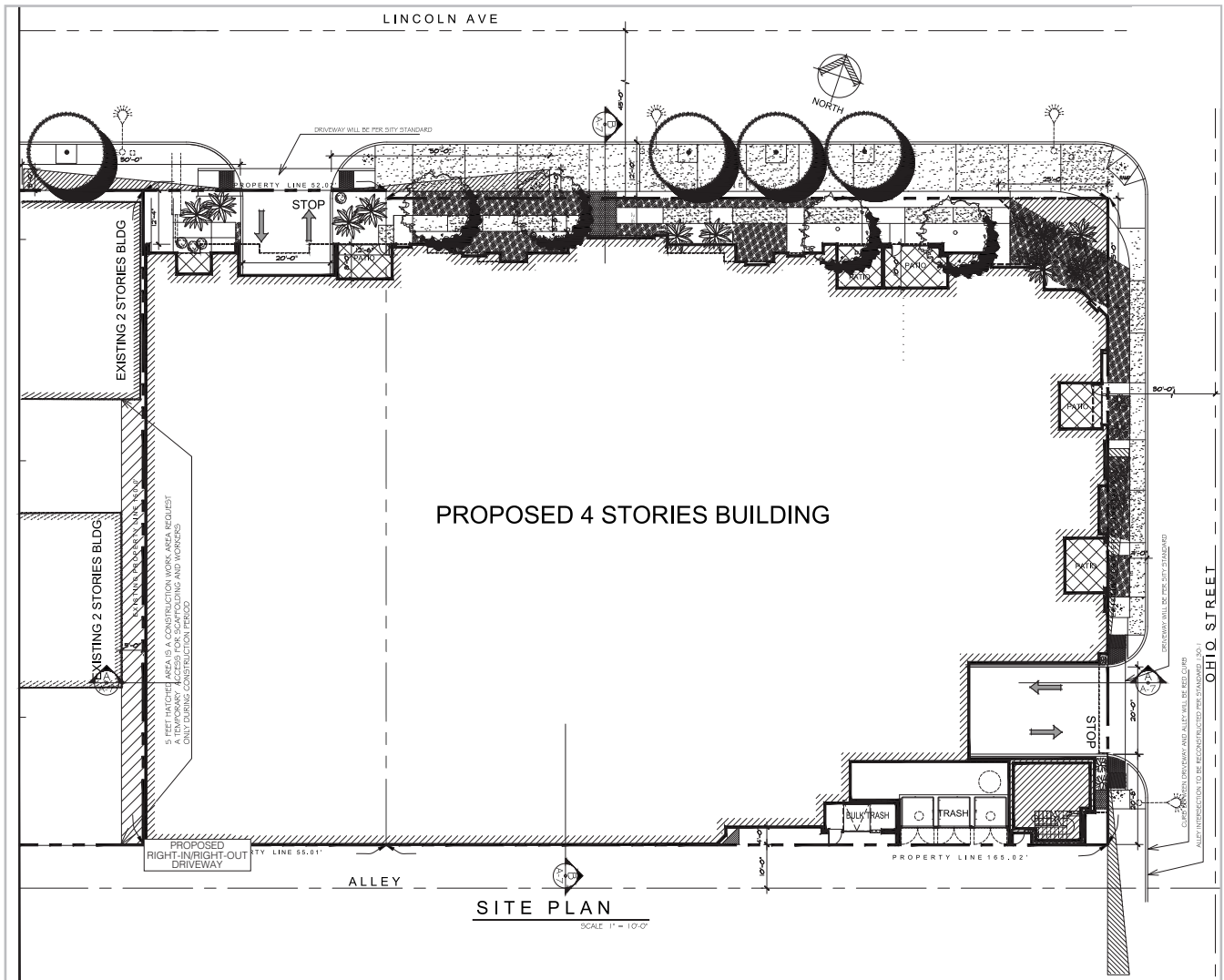
Dear Vincent:

Integrated Engineering Group (IEG) is pleased to submit this trip generation memorandum (memo) for the proposed Lincoln Colony Apartments Project in the City of Anaheim. The objective of this memo is to demonstrate that the proposed land use intensity qualifies the project to be exempt from the requirement of preparing a traffic impact study (TIS) consistent with the requirement set by the City of Anaheim Criteria for Preparation of Traffic Impact Studies.

PROJECT DESCRIPTION AND LOCATION

The project will be constructed on a vacant lot located at the southwest corner of W Lincoln Avenue and S Ohio Street intersection in the City of Anaheim. A 3,473 square foot car wash (1 wash stall) previously existed on the vacant lot. The proposed project consists of 43 dwelling units which will be accessed via two driveways on W Lincoln Avenue and S Ohio Street respectively.

Figure 1 shows the Project site plan.





PROJECT TRIP GENERATION

The Trip generation is a measure or forecast of the number of trips that begin or end at the Project site. The traffic generated is a function of the extent and type of development proposed for the site. These trips will result in some traffic increases on the streets where they occur. Project vehicular traffic generation characteristics are estimated based on established rates, contained in the *Trip Generation Manual, 10th Edition*, published by the Institute of Transportation Engineers (ITE). The proposed Project ITE average trip generation rates and trip calculations summary are presented in **Tables 1 and 2** respectively.

Table 1
Project Trip Generation Rate

Land Use	Units ¹	ITE LU Code	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Multi-Family Housing (Mid-Rise)	DU	221	0.09	0.27	0.36	0.27	0.17	0.44	5.44
Car Wash & Detail Center	Stall	949	5.42	3.18	8.6	6.66	6.94	13.6	156.2

Trip Generation Source: Institute of Transportation Engineers (ITE), *Trip Generation Manual*, Tenth Edition
¹DU = Dwelling Unit; Stall = Wash Stall

Table 2
Project Trip Generation

Land Use	Intensity	Units ¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Proposed Use									
Multi-Family Housing (Mid-Rise)	43	DU	4	11	15	12	7	19	234
Existing Use									
Car Wash & Detail Center	1	Stall	5	3	8	7	7	14	156
Net Total			-1	8	7	5	0	5	78

Source: Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 10th Edition (2017)
¹ DU = Dwelling Unit; Stall = Wash Stall

Table 2 summarizes the trip generation based on the land use intensity associated with the proposed Project. As shown on **Table 2**, the proposed project is anticipated to generate approximately 234 total daily trips, 15 AM peak hour trips and 19 PM peak hour trips. When accounting for the trips generated by the previously existing 3,473 square foot car wash (1 wash stall), the net trips generated by the site are anticipated to be 78 daily trips, 7 AM peak hour trips and 5 PM peak hour trips.

Per the City of Anaheim Criteria for Preparation of Traffic Impact Studies, this project will be exempt from the requirement of preparing a TIS since none of the following criteria is being met:

1. When the AM or PM peak hour trip generation is expected to exceed 100 vehicle trips from the proposed development.



2. Projects on the Congestion Management Program (CMP) Highway System which generate 1,600 Average Daily Trips (ADT) or adjacent to CMP Highway System which generates 2,400 ADT.
3. Projects that will add 51 or more trips during either AM or PM peak hours to any monitored CMP intersection.
4. Any project where variations from the standards and guidelines provided in this manual are being proposed.

PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

Trip distribution and assignment is the process of identifying the probable destinations, directions and traffic routes that Project related traffic will likely affect. Trip distribution and assignment are not applicable in this case since this memo has demonstrated that the project is exempt from the requirement of preparing a TIS.

INTERSECTION & ROADWAY SEGMENT CAPACITY ANALYSES

Intersection and roadway capacity analyses are not applicable in this case since this memo has demonstrated that the project is exempt from the requirement of preparing a TIS.

PROJECT ACCESS

Access to the Project site will be provided via one driveway along W Lincoln Avenue and one driveway along S Ohio Street.

PARKING

The proposed development will be required to provide on-site parking spaces consistent with City of Anaheim parking requirements.

CONCLUSION

The proposed Project is located within the City of Anaheim and consists of 43 dwelling units. It is determined that the proposed project qualifies for an exemption from conducting a detailed TIS analysis based on the traffic assessment and technical information provided in this memo and per the City of Anaheim Criteria for the Preparation of Traffic Impact Studies. It is our recommendation that a TIS should not be required based on the technical information provided in this memorandum.

If you have any questions or concerns, please feel free to contact George Ghossain at:

Email: george@intenggroup.com

Phone: (951) 833-3105

Address: 23905 Clinton Keith 114-280
Wildomar CA, 92595