

ENVIRONMENT | PLANNING | DEVELOPMENT SOLUTIONS, INC.

Date: May 20, 2022
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To: City of Moreno Valley
Site: SEC of Cottonwood Avenue and Quincy Street
Subject: Vehicle Miles Traveled (VMT) Screening Analysis

This technical memorandum evaluates the need to prepare a Vehicle Miles Traveled (VMT) analysis for the proposed residential development project located at the southeast corner of Cottonwood Avenue and Quincy Street in the City of Moreno Valley. The project consists of 60 single-family detached units on 20.03 gross acres. The project's main entry will be from Cottonwood Avenue, which will be improved along the project frontage to City standards. A second entry will be off of Bay Avenue, which will also be improved along the frontage. The existing site is currently vacant. The project site plan is shown in Figure 1.

VMT Screening Analysis

Senate Bill (SB) 743 was signed by Governor Brown in 2013 and required the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to LOS for evaluating Transportation impacts. SB743 specified that the new criteria should promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks and a diversity of land uses. The bill also specified that delay-based level of service could no longer be considered an indicator of a significant impact on the environment. In response, Section 15064.3 was added to the CEQA Guidelines beginning January 1, 2019. Section 15064.3 - Determining the Significance of Transportation Impacts states that Vehicle Miles Traveled (VMT) is the most appropriate measure of transportation impacts and provides lead agencies with the discretion to choose the most appropriate methodology and thresholds for evaluating VMT. Section 15064.3(c) states that the provisions of the section shall apply statewide beginning on July 1, 2020.

City of Moreno Valley Transportation Impact Analysis Preparation Guide for VMT includes VMT analysis methodology, impact thresholds, and screening thresholds to determine if projects would require a vehicle miles traveled (VMT) analysis. The City's TIA Guidelines provide criteria for projects that would be considered to have a less-than significant impact on VMT and therefore could be screened from further VMT analysis. If a project meets one of the following criteria, then the VMT impact of the project is considered less-than significant and no further analysis of VMT would be required:

Screening Criteria

- The project is located within a Transit Priority Area.
- The project is located in a low VMT generating area.
- The project is considered local-serving or generates fewer than 400 daily trips.

Figure 1: Project Site Plan



Criteria 1 and 2 were evaluated using the Western Riverside Council of Governments (WRCOG) VMT Evaluation Tool. According to the results of the screening analysis, the project is not located in a Transit Priority area, therefore this screening criteria isn't satisfied. However, the project is located within a low VMT generating area, as defined in the TIA guidelines. Therefore, the project would screen out of further VMT analysis using the second criteria. The WRCOG VMT Evaluation Tool Report is shown in Figure 2.

Figure 2: WRCOG VMT Screening Tool Inputs and Results

The screenshot displays the WRCOG VMT Tool interface. On the left, a sidebar contains a search bar and a 'Complete #1 - 4, Then Click "Run"' panel. The panel has two tabs: 'Input' and 'Output'. The 'Input' tab is active, showing four numbered steps for configuration. Step 1 involves zooming in on the map and selecting parcels. Step 2 involves selecting the VMT Metric, with 'PA VMT Per Resident' chosen. Step 3 involves selecting the Baseline Year, with '2022' chosen. Step 4 involves selecting the Threshold, with 'Below City Future Buildout (0%)' chosen. A 'Run' button is at the bottom of the sidebar. The main map area shows a street grid with an orange-shaded rectangular area. A popup window titled '(2 of 3)' is open over the orange area, displaying the following data:

Assessor Parcel Number (APN)	478250001
Traffic Analysis Zone (TAZ)	1272
Community Region	MORENO VALLEY
Inside a Transit Priority Area (TPA)	No
TAZ VMT	16.4
% Difference	-3.95%
VMT Metric	PA VMT Per Resident
Threshold	17.1
None	Screening results are passed

According to the City's TIA guidelines, 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. The project is not a local serving project that is less than 50,000 square feet; however, it is a residential project therefore, the project's trip generation was estimated using the ITE Trip Generation Manual (11th Edition) to determine if the project would generate less than 400 daily vehicle trips since according to the City's TIA guidelines, single family housing units that would generate less than 400 daily vehicle trips are presumed to have a less than significant VMT impact. As a Single-Family Detached Housing (Land Use Code 210), the project would generate 566 daily vehicle trips, 42 AM peak hour trips and 56 PM peak hour trips. The daily vehicle trips (566) generated by the project doesn't meet the City's TIA guidelines' threshold (less than 400 daily vehicle trips). Moreover, this screening criteria is not satisfied and the project would not be screened out of VMT analysis using this screening criteria. The project's trip generation is shown in table 1.

Table 1: Project Trip Generation

Land Use			Units	Daily	AM Peak Hour			PM Peak Hour			
					In	Out	Total	In	Out	Total	
<u>Trip Rates</u>											
Single-Family Detached Housing			DU	9.43	0.18	0.52	0.70	0.59	0.35	0.94	
<u>Project Trip Generation</u>											
Pacifica Homes			60	DU	566	11	31	42	36	20	56

DU = Dwelling Units

¹ Trip rates from the Institute of Transportation Engineers, *Trip Generation, 11th Edition*, 2021. Land Use Code 210 - Single-Family Detached Housing.

The project would not meet the first and third screening criteria; however, the project is located within a low VMT generating area which meets the second criteria. Therefore, the project would be screened out of VMT analysis. Furthermore, VMT impacts would be presumed to be less than significant and a VMT analysis would not be required for this project.

If you have any questions about this information, please contact me at (909) 525-0528 or hashem@epdsolutions.com.