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TO: Brian Hardy, Richland
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JOB NO: 13265-02 Supplemental VMT

STONERIDGE COMMERCE CENTER SP NO. 239, A1 SUPPLEMENTAL VMT ANALYSIS

Urban Crossroads, Inc. is pleased to provide the following Supplemental VMT Analysis for the Stoneridge Commerce Center SP No. 239, A1 (**Project**), which is generally located west of Lakeview Avenue, between Ramona Expressway and Nuevo Road in the County of Riverside.

PROJECT OVERVIEW

The Riverside County Transportation Commission (RCTC) is currently planning the construction of a regional, grade-separated transportation facility referred to as the Mid-County Parkway (MCP) between the I-215 Freeway (at Placentia Avenue) and SR-79. The MCP is a long-range transportation improvement as RCTC has not yet identified or secured funding for the MCP and the future proposed interchanges. As such, timing of the future MCP is currently unknown. The **“With MCP”** land use plan consists of the development of 7,350,000 square feet of Light Industrial uses, 936,540 square feet of Business Park uses, and 126,542 square feet of Commercial Retail uses.

A portion of the MCP and future interchange is planned in the northwestern portion of the site, which would affect the development proposed within Planning Areas 6, 7, and 8A of the proposed Project. In order to accommodate the potential for the future construction of the MCP while also providing for development of the site in the event that the MCP is not constructed as currently planned. The proposed Project **“Without MCP”** land use plan consists of the development of 7,350,000 square feet of Light Industrial uses, 1,069,398 square feet of Business Park uses, and 121,968 square feet of Commercial Retail uses.

SUPPLEMENTAL VMT EVALUATION

In an effort to fully disclose potential VMT impacts, this memorandum includes a supplemental VMT evaluation measuring the Project’s estimated total VMT. The total VMT calculation differs from the County’s standard VMT metric for industrial projects of home-based work VMT in that the total VMT value includes all vehicle trips (i.e., passenger cars and trucks) and all trip purposes (i.e., not just home-based work trips or commute trips).

Project generated total VMT has been estimated from vehicle trip generation rates consistent with the Project’s greenhouse gas analysis and multiplying those trips by

the average trip length for each vehicle type. Average trip length for passenger cars was obtained from the Riverside County Transportation Analysis Model (RIVTAM) using the Origin/Destination (OD) method. The OD method for calculating VMT sums all weekday VMT generated by trips with at least one trip end in the study area (i.e., TAZ or group of TAZ's). The OD method accounts for all trips (i.e., both passenger car and truck) and trip purposes (i.e., total VMT) and therefore provides a more complete estimate of VMT. The passenger car trip length obtained from RIVTAM for the Project's TAZ is 11.34 miles in the With MCP condition and 11.37 miles in the Without MCP condition. Light heavy-duty trucks (LHDT), medium heavy-duty trucks (MHDT) and heavy heavy-duty trucks (HHDT) trip lengths have been obtained from the South Coast Air Quality Management District's (SCAQMD) Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce emissions (WAIRE) Program (May 2021) (1). SCAQMD's rule 2305 is based on a 15.3-mile trip length for LHDT, 14.2-mile trip length for MHDT and 39.9-mile trip length for HHDT. These trip lengths were utilized to be consistent with the Project's greenhouse gas analysis. Table 1 presents the Project trips for both autos and trucks, while Table 2 provides the resulting total VMT estimates based on the vehicle trips and trip lengths described previously.

TABLE 1: PROJECT TRIPS

	With MCP	Without MCP
Automobile	20,118	19,928
Truck	4,366	4,444
Total	24,484	24,372

TABLE 2: PROJECT TOTAL VMT

	With MCP	Without MCP
Automobile	228,205	226,510
Truck	127,000	129,356
Total	355,205	355,866

Table 3 presents the calculation of the efficiency metric Project generated total VMT per service population (SP) for both with MCP and without MCP conditions. Total VMT per SP is the Project's total VMT divided by its SP (i.e., estimated number of Project employees) and is a common VMT metric used by many agencies throughout Southern California to evaluate the efficiency of travel.

TABLE 3: VMT PER SP

	With MCP	Without MCP
SP	8,950	9,162
Total VMT	355,205	355,866
VMT per SP	39.7	38.8

Table 4 compares the Project's VMT per SP to an applicable impact threshold for purposes of determining an impact. Although not specified by County Guidelines, but consistent with impact thresholds used by the County, it is reasonable to assume that exceeding the **existing regional average VMT per SP** would result in a potentially significant impact, consistent with thresholds identified in the WRCOG Recommended Traffic Impact Analysis Guidelines for Vehicle Miles

Traveled and Level of Service Assessment (January 2020) (2). For the purposes of this evaluation, the existing regional average VMT per SP is 37.9, which has been obtained from information published by WRCOG.

TABLE 4: PROJECT VMT PER SP COMPARISON

	With MCP	Without MCP
Regional Threshold	37.9	37.9
Project	39.7	38.8
Percent Above Threshold	+4.8%	+2.4%
Potentially Significant?	Yes	Yes

As shown in Table 4, the Project’s VMT per SP would exceed the existing regional VMT per SP for Riverside County and is determined to have a significant transportation impact.

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

REFERENCES

1. **SCAQMD.** *Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce emissions (WAIRE) Program.* May 2021.
2. **WRCOG.** *Recommended Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment .* January 2020.