

APPENDIX E: VMT SCREENING MEMO

ENVIRONMENT | PLANNING | DEVELOPMENT SOLUTIONS, INC.

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To: City of Paramount
Site: North Paramount Gateway Specific Plan
Subject: Vehicle Miles Traveled (VMT) Screening Analysis

This technical memorandum evaluates the trip generation and need to prepare a vehicle miles traveled (VMT) analysis for the proposed North Paramount Gateway Specific Plan in the City of Paramount. The specific plan consists of multifamily housing near transit, retail, and office uses. The specific plan site is currently developed with single family homes, multifamily housing, retail, and office uses. The existing land use designations map is shown in Figure 1. The proposed specific plan land use designations map is shown in Figure 2.

Project Trip Generation

The project trip generation was prepared using trip rates from the Institute of Transportation Engineers (ITE)¹. Trip rates for General Office Building (Land Use Code 710), Strip Retail Plaza (Land Use Code 822), and Multifamily Housing (Mid-Rise) Close to Transit (Land Use Code 221) were used for the proposed land uses. The land use codes General Office Building (Land Use Code 710), Single Family Detached Housing (Land Use Code 210), Multifamily Housing (Mid-Rise) Not Close to Transit (Land Use Code 221), and Strip Retail Plaza (Land Use Code 822) were used for the existing land uses.

Table 1 presents the trip generation estimate for the proposed specific plan and existing land uses. As shown in Table 1, the project is forecast to generate 21,242 net daily trips, including 1,310 net trips during the AM peak hour and 966 net trips during the PM peak hour.

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.

The Los Angeles County Public Works *Transportation Impact Analysis Guidelines* states impact thresholds and screening thresholds to determine if projects would require a VMT analysis. The County's Guidelines provide criteria for projects that would be considered to have a less-than significant impact on VMT and therefore could be screened out from further analysis. If a project meets one of the following screening criteria, then the VMT impact of the project is considered less-than significant and no further analysis of VMT would be required:

¹ *Trip Generation*, 11th Edition, Institute of Transportation Engineers (ITE). 2021.

1. Non-retail project trip generation screening criteria.
2. Retail project site plan screening criteria.
3. Proximity to transit-based screening criteria.
4. Residential land use-based screening criteria.

The applicability of each criterion to the proposed project is discussed below.

Screening Criteria 1 – Non-Retail Project Trip Generation: According to the County’s guidelines, non-retail projects that generate a net increase of less than 110 daily vehicle trips would not be required to complete a VMT assessment. The project generates a net increase of 21,242 daily vehicle trips. Therefore, the project would not screen as per Screening Criteria 1.

Screening Criteria 2 – Retail Project Site Plan: According to the County’s guidelines, retail projects that consist of less than 50,000 square feet of gross floor area would not be required to complete a VMT assessment. The project contains retail uses with 76,000 square feet of gross floor area. Therefore, the project would not screen as per Screening Criteria 2.

Screening Criteria 3 – Proximity to Transit: The County’s guidelines state that projects satisfying the below criteria would not be required to complete a VMT assessment:

- Project is located within a one-half mile radius of a major transit stop or an existing stop along a high-quality transit corridor
- Project has a Floor Area Ratio (FAR) of greater than 0.75
- Project provides less parking than required by the County Code
- Project is consistent with the SCAG RTP/SCS
- Project does not replace residential units set aside for lower income households with a smaller number of market-rate residential units

As shown on Figure 3, the project is located within a one-half mile radius of the West Santa Ana Branch (WSAB) transit station, is consistent with the SCAG RTP/SCS, and does not replace residential units set aside for lower income households with a smaller number of market-rate residential units. So long as the project constructs all parcels with a FAR greater than 0.75 and provides less parking than required by the County Code, the project would screen as per Screening Criteria 3.

Screening Criteria 4 – Residential Land Use: According to the County’s guidelines, residential projects that consist of 100% lower income/affordable households would not be required to complete a VMT assessment. The project does not propose lower income/affordable housing; therefore, the project would not screen as per Screening Criteria 4.

Summary

As shown in Table 1, the project is forecast to generate 21,242 net daily trips, including 1,310 net trips during the AM peak hour and 966 net trips during the PM peak hour.

The Los Angeles County Public Works *Transportation Impact Analysis Guidelines* states impact thresholds and screening thresholds to determine if projects would require a vehicle-miles traveled (VMT) analysis. If a project meets the following criteria, then the VMT impact of the project is considered less-than significant and no further analysis of VMT would be required:

1. Non-retail project trip generation screening criteria.
2. Retail project site plan screening criteria.
3. Proximity to transit-based screening criteria.
4. Residential land use-based screening criteria.

The project would not meet Screening Criteria 1, 2, or 4; however, the project is within a one-half mile radius of the WSAB transit station and is consistent with the RTP/SCS. Therefore, the project satisfies Screening Criteria 3. If all new development within the Specific Plan area has a FAR greater than 0.75 and provides less parking than required by County Code, then project VMT impacts would be considered less than significant and further analysis of VMT would not be required. If you have any questions about this information, please contact me at (559) 303-6379 or balvarado@epdsolutions.com.

Figure 1: Existing Land Use Designations Map

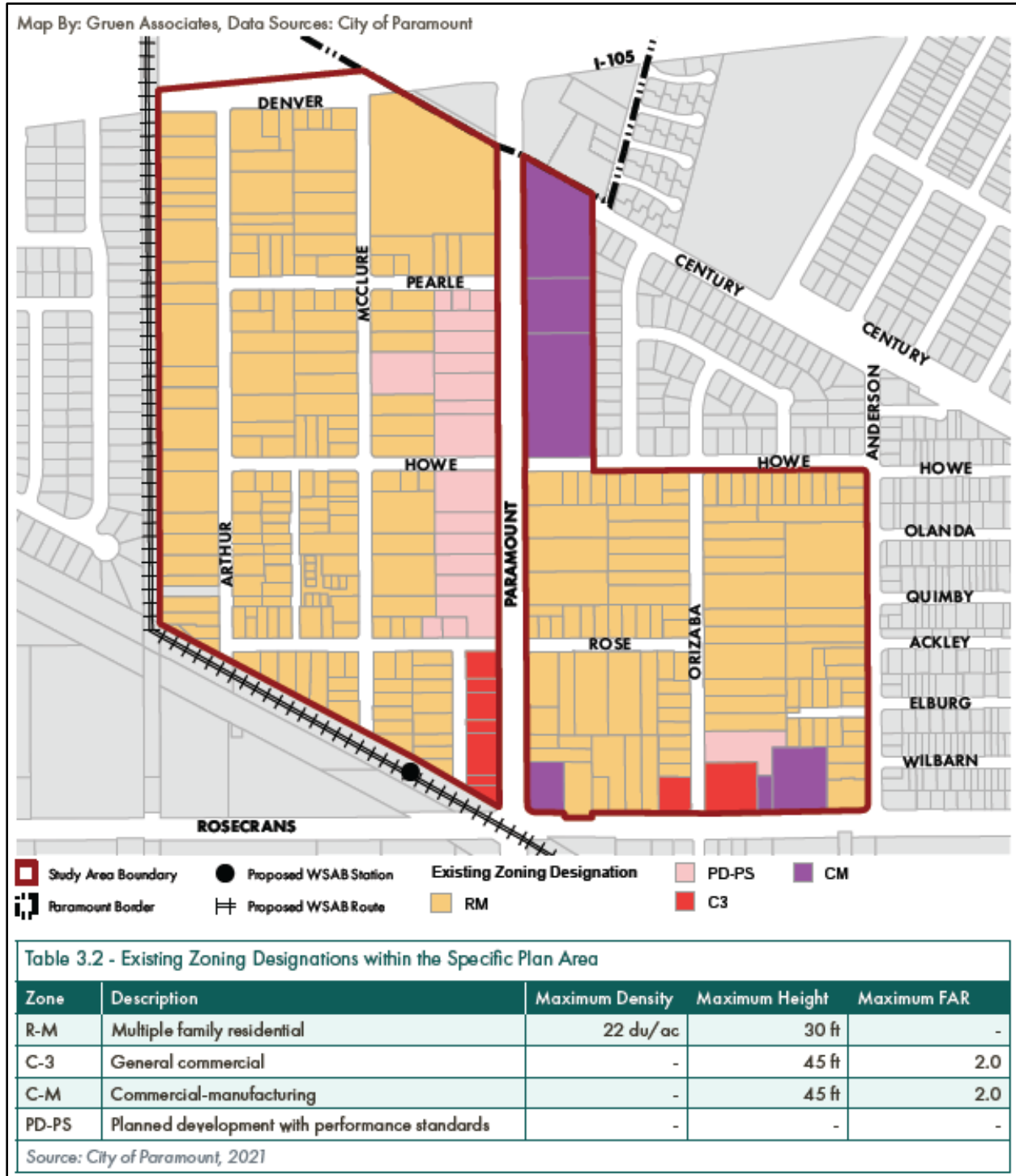


Figure 2: Proposed Specific Plan Land Use Designations Map

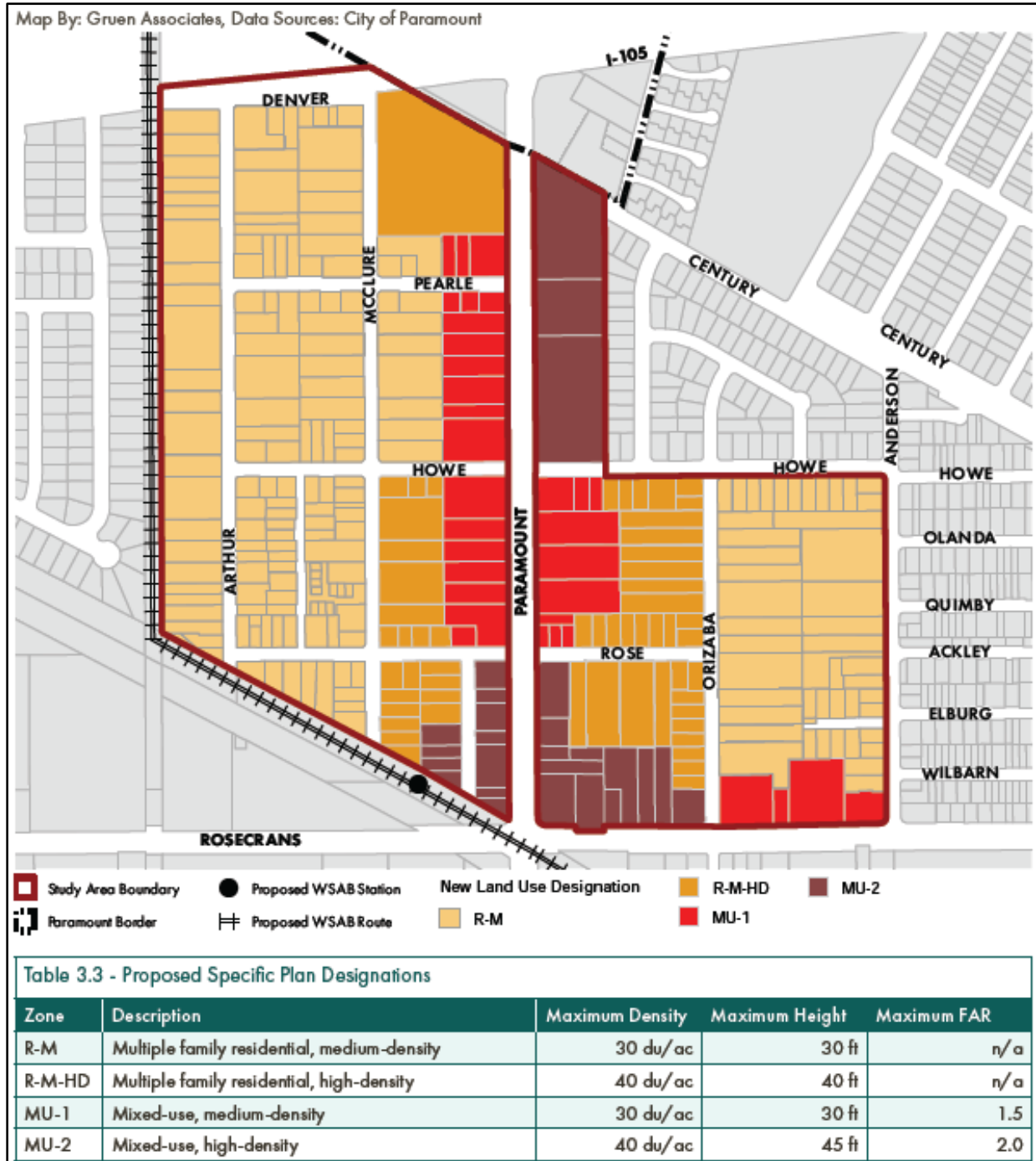


Figure 3: Proposed Specific Plan Proximity to Transit

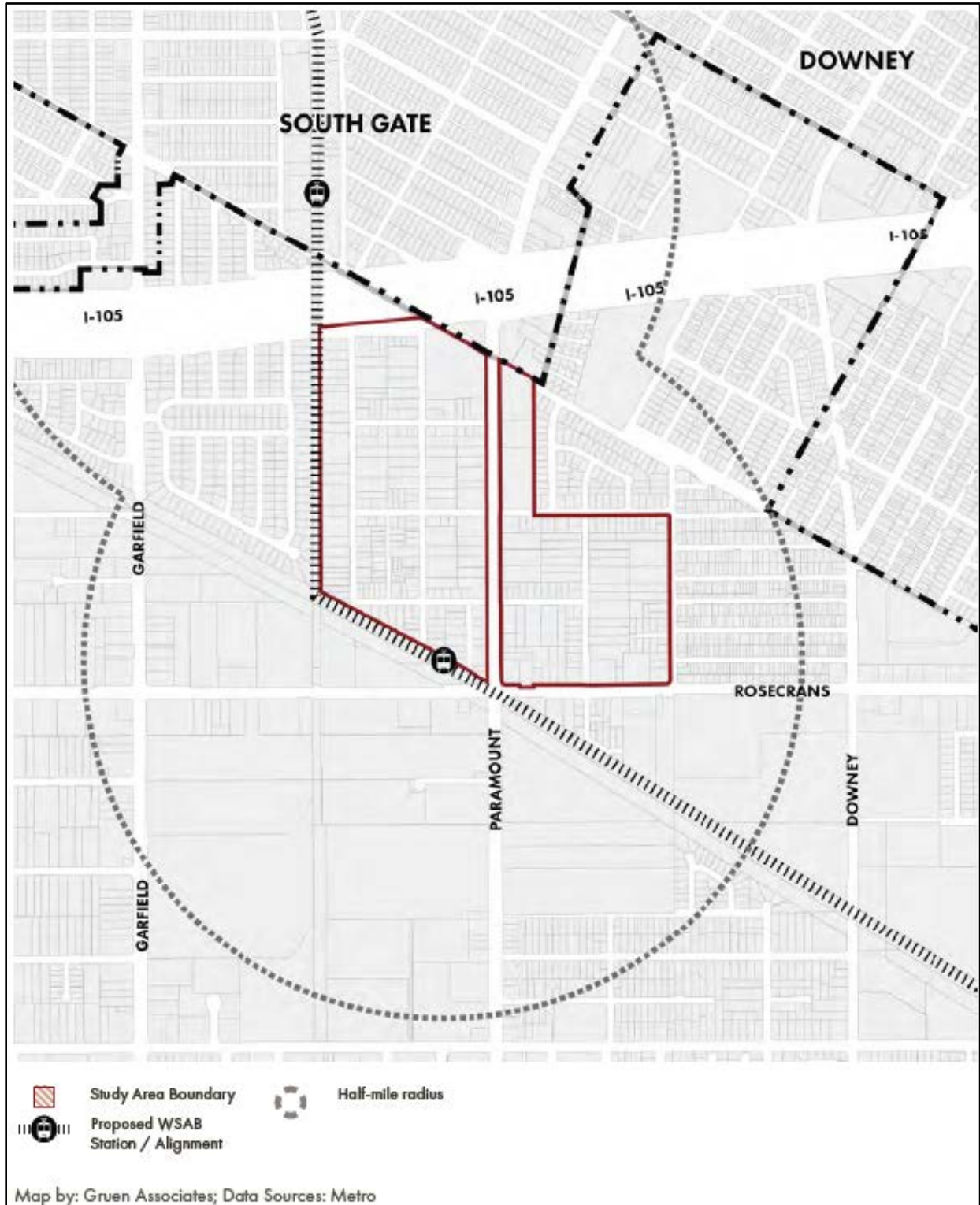


Table 1: Project Trip Generation

| Land Use | Units | Daily | AM Peak Hour | | | PM Peak Hour | | | |
|---|-------------|--------------|--------------|-------------|-------------|--------------|-------------|-------------|------------|
| | | | In | Out | Total | In | Out | Total | |
| Proposed Project Trip Rate | | | | | | | | | |
| Office ¹ | TSF | 10.84 | 1.34 | 0.18 | 1.52 | 0.24 | 1.20 | 1.44 | |
| Single Family ² | DU | 9.43 | 0.18 | 0.52 | 0.70 | 0.59 | 0.35 | 0.94 | |
| Strip Retail Plaza ³ | TSF | 54.45 | 1.42 | 0.94 | 2.36 | 3.30 | 3.30 | 6.59 | |
| Multifamily Housing (Mid-Rise) Not Near Transit ⁴ | DU | 4.45 | 0.09 | 0.28 | 0.37 | 0.24 | 0.15 | 0.39 | |
| Multifamily Housing (Mid-Rise) Near Transit ⁵ | DU | 4.75 | 0.18 | 0.14 | 0.32 | 0.12 | 0.17 | 0.29 | |
| Existing Trip Generation | | | | | | | | | |
| Single Family Residential ² | 643 DU | 6063 | 117 | 333 | 450 | 381 | 224 | 604 | |
| Multifamily Housing (Mid-Rise) Not Near Transit ⁴ | 1064 DU | 4735 | 91 | 303 | 394 | 253 | 162 | 415 | |
| Retail ³ | 129,231 TSF | 7037 | 183 | 122 | 305 | 426 | 426 | 852 | |
| Office ¹ | 30,598 TSF | 332 | 41 | 6 | 47 | 7 | 37 | 44 | |
| Total Existing Trip Generation | | 18166 | 431 | 764 | 1195 | 1067 | 848 | 1915 | |
| Proposed Project Trip Generation | | | | | | | | | |
| Multifamily Housing (Mid-Rise) Near Transit ⁵ | 6036 DU | 28671 | 1082 | 850 | 1932 | 753 | 998 | 1750 | |
| Mixed-Use Development (MU-1) | | | | | | | | | |
| Retail ³ | 76,000 TSF | 4138 | 108 | 72 | 179 | 250 | 250 | 501 | |
| Internal Capture (10 percent) ⁶ | | -414 | -11 | -7 | -18 | -25 | -25 | -50 | |
| Office ¹ | 19,500 TSF | 211 | 26 | 4 | 30 | 5 | 23 | 28 | |
| Internal Capture (5 percent) ⁶ | | -11 | -1 | -1 | -2 | 0 | -1 | -1 | |
| Multifamily Housing (Mid-Rise) Near Transit ⁵ | 317 DU | 1506 | 57 | 45 | 102 | 40 | 52 | 92 | |
| Internal Capture (15 percent) ⁶ | | -226 | -9 | -7 | -16 | -6 | -8 | -14 | |
| Mixed-Use Development (MU-2) | | | | | | | | | |
| Retail ³ | 76,000 TSF | 4138 | 108 | 72 | 179 | 250 | 250 | 501 | |
| Internal Capture (10 percent) ⁶ | | -414 | -11 | -7 | -18 | -25 | -25 | -50 | |
| Office ¹ | 19,500 TSF | 211 | 26 | 4 | 30 | 5 | 23 | 28 | |
| Internal Capture (5 percent) ⁶ | | -11 | -1 | -1 | -2 | 0 | -1 | -1 | |
| Multifamily Housing (Mid-Rise) Near Transit ⁵ | 398 DU | 1891 | 71 | 56 | 127 | 50 | 66 | 115 | |
| Internal Capture (15 percent) ⁶ | | -284 | -11 | -8 | -19 | -8 | -10 | -18 | |
| Total Proposed Project Trip Generation | | 39408 | 1434 | 1071 | 2505 | 1289 | 1593 | 2880 | |
| Total Net Trip Generation (Proposed - Existing) | | | 21242 | 1002 | 307 | 1310 | 222 | 744 | 966 |
| TSF = Thousand Square Feet DU = Dwelling Units | | | | | | | | | |
| ¹ Trip rates from the Institute of Transportation Engineers, <i>Trip Generation, 11th Edition, 2021</i> . Land Use Code 710- General Office Building. | | | | | | | | | |
| ² Trip rates from the Institute of Transportation Engineers, <i>Trip Generation, 11th Edition, 2021</i> . Land Use Code 210- Single Family Residential Detached. | | | | | | | | | |
| ³ Trip rates from the Institute of Transportation Engineers, <i>Trip Generation, 11th Edition, 2021</i> . Land Use Code 822 - Strip Retail Plaza (<40k). | | | | | | | | | |
| ⁴ Trip rates from the Institute of Transportation Engineers, <i>Trip Generation, 11th Edition, 2021</i> . Land Use Code 221 - Multifamily Housing (Mid-Rise) Not Close to Transit. | | | | | | | | | |
| ⁵ Trip rates from the Institute of Transportation Engineers, <i>Trip Generation, 11th Edition, 2021</i> . Land Use Code 221 - Multifamily Housing (Mid-Rise) Close to Transit. | | | | | | | | | |
| ⁶ Internal capture rate obtained from the NCHRP 684 Internal Trip Capture Estimation Tool. | | | | | | | | | |