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Mr. Nicholas R. Lowe, PE,
Senior Engineer
Albert A. Webb Associates
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Subject: Calimesa Residential Overlay, Calimesa, California – Vehicle Miles Traveled Analysis

Dear Nick:

Translutions, Inc. (Translutions) is pleased to provide this letter discussing the Vehicle Miles Traveled (VMT) analysis for the proposed Calimesa Residential Overlay project. This analysis is consistent with the requirements for a VMT analysis established by the City of Calimesa's *Final City of Calimesa Transportation Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment* (June 2020), as well as the requirements for the disclosure of potential impacts and mitigation measures per the California Environmental Quality Act (CEQA). The VMT analysis includes project generated VMT and project effect on VMT.

PROJECT DESCRIPTION

The City of Calimesa is proposing a "Residential Infill Priority Area Overlay Zone" (RIPAOZ) on 36 properties (proposed Project). The City was awarded a grant by the State of California Department of Housing and Community Development ("HCD") SB 2 program to prepare the RIPAOZ Project in order to up-zone certain residential properties identified by the City to allow for higher density development including duplexes, townhomes, condos, and a limited amount of apartments by-right. The City was further awarded a supplementary grant by HCD Local Early Action Grants program, also referred to as the "LEAP" program, to assist in the preparation and adoption of planning documents and process improvements that accelerate housing production and facilitate compliance to implement the sixth cycle of the Southern California Association of Governments (SCAG) Regional Housing Needs Assessment (RHNA).

The intent of the proposed RIPAOZ Project is to comply with newly the adopted State residential laws requiring jurisdictions to increase the amount of housing opportunities available and to provide ways to meet their fair share of affordable housing units. To meet these requirements, the City of Calimesa has reviewed underutilized properties within City limits for their potential to increase density opportunities and is preparing a series of planning documents to allow up-zoning on these properties. The properties included within the proposed Project are vacant and undeveloped; or developed and zoned for residential usage, with exception of one property that has a split designation of residential and commercial. Through implementation of the proposed RIPAOZ, these properties could develop up to 2,156 residential units; 1,759 units more than currently allowed.

It should be noted that when the VMT analysis was conducted, the number of housing units and socio-economic data for the project were estimated based on the RHNA spreadsheet to estimate the housing units. The SCAG spreadsheet results in a total dwelling unit count of 2,014 dwelling units whereas the project includes 1,759 dwelling units. Therefore, this VMT analysis presents a conservative estimate, and the actual impacts from the proposed RIPAOZ project are likely to be less than those disclosed in this analysis.

ANALYSIS METHODOLOGY

RIVTAM Calculations

The RIVTAM uses a base year of 2012 and year 2040. Both the base year and future year models were run for the without and with project scenarios. The RIVTAM was modified to include the project socio-economic data. The base year and year 2040 plus project conditions were derived by adding the project to three separate TAZs. The project was included in TAZ 4108, TAZ 4141, TAZ 4147, and TAZ 4149. The socio-economic data for the parent TAZs were reduced based on the area of land uses which will be replaced by the residential overlay. Full model runs were performed and VMT changes were isolated for the project TAZs and across the full model network. The project generated VMT was extracted from the model using the origin-destination trip matrix consistent with City guidelines.

The baseline (2021) and baseline plus project conditions VMT were calculated by interpolating between the base year (2012) and year 2040 RIVTAM runs. The project effect on VMT was estimated using the City limit and extracting the link-level VMT for both the no project and with project conditions. The baseline (2021) VMT was calculated by interpolating between the base year (2012) and year 2040 runs.

ANALYSIS SCENARIOS

Based on the City guidelines, this report analyzes the project generated VMT and project effect on VMT for the following scenarios:

1. Baseline (2021) conditions.
2. Baseline (2021) plus project conditions.
3. Cumulative (2040) without project conditions; and
4. Cumulative (2040) plus project conditions.

VMT SIGNIFICANT IMPACT THRESHOLDS

The City guidelines have established thresholds of significance for project generated VMT for use as part of the environmental review process under CEQA. The following would result in a significant project generated VMT:

1. The baseline project generated VMT per service population exceeds the City of Calimesa General Plan Buildout VMT per service population, or
2. The cumulative project generated VMT per service population exceeds the City of Calimesa General Plan Buildout VMT per service population.

The project's effect on VMT would be considered significant if the following was satisfied:

1. The cumulative link-level boundary Citywide VMT per service population increases under the plus project condition compared to the no project condition.

VEHICLE MILES TRAVELED (VMT) ANALYSIS

Project Generated VMT

The project generated VMT compares the project generated VMT per service population to the City's General Plan Buildout VMT per service population under baseline and year 2040 conditions.

Baseline (2021) plus Project Conditions

Table A shows the baseline (2021) plus project VMT per service population. As shown in Table A, the baseline (2021) plus project VMT per service population is 26.9 miles. The General Plan Buildout VMT per service population for the City is 36.1 miles. Based on the City thresholds, a project would have a significant VMT impact if the baseline project generated VMT per service population exceeds the City General Plan Buildout VMT per service population. The project VMT per service population is less than the City General Plan Buildout VMT per service population, and therefore, the project does not have an VMT impact under baseline conditions.

Year 2040 plus Project Conditions

Table A also shows the year 2040 project VMT per service population. As shown in Table A, the year 2040 project VMT per service population is 30.4 miles. The year 2040 VMT per service population for the City is 36.1 miles. Based on the City thresholds, a project would have a significant VMT impact if the year 2040 project generated VMT per service population exceeds the City's year 2040 VMT per service population. The year 2040 project VMT per service population is less than the City's General Plan Buildout VMT per service population, and therefore, the project does not have an VMT impact under year 2040 conditions.

Table A: Project Generated VMT

	Overlay Zone Properties (Project)	City of Calimesa
2012		
Households	2,014	3,574
Population	5,191	8,822
Employment	-	1,339
Service Population	5,191	10,161
OD VMT	130,973	354,240
OD VMT per Service Population	**25.2**	**34.9**

Table A: Project Generated VMT

	Overlay Zone Properties (Project)	City of Calimesa
Year 2040		
Households	2,014	9,938
Population	5,191	23,167
Employment	-	2,560
Service Population	5,191	25,727
OD VMT	157,762	929,691
OD VMT per Service Population	**30.4**	**36.1**
Baseline 2021		
Households	2,014	5,620
Population	5,191	13,433
Employment	-	1,731
Service Population	5,191	15,164
OD VMT	139,584	539,206
OD VMT per Service Population	**26.9**	**35.6**

Project Effect on VMT

The project effect on VMT compares how the cumulative link-level boundary Citywide VMT per service population increases under the plus project condition compared to the no project condition. Table B summarizes the outputs. As shown in Table B, the project reduces VMT within the City boundary under baseline (2021) and year 2040 scenarios. Based on the City thresholds, a project would have a significant effect on VMT if the baseline link-level Citywide boundary VMT per service population increases under the plus project condition compared to the no project condition. The plus project VMT per service population is lower than the no project condition, in the baseline and year 2040 scenarios, and therefore, the project has a less than significant impact.

Table B: Project Effect on VMT

	With Project	Without Project
2012		
Roadway VMT	379,622	367,275
Service Population	15,352	10,161
VMT per Service Population	**24.73**	**36.15**
Year 2040		
Roadway VMT	681,705	732,668
Service Population	30,918	25,727
VMT per Service Population	**22.05**	**28.48**
Baseline 2021		
Roadway VMT	476,720	484,723
Service Population	20,355	15,164
VMT per Service Population	**23.42**	**31.96**

We hope you will find this information helpful. Should you have any questions, please don't hesitate to call me at (949) 656-3131.

Sincerely,

translutions, Inc.

Sandipan Bhattacharjee, P.E., T.E., AICP, ENV SP
Principal