

Transportation

APPENDIX I

CITY OF SIMI VALLEY • MEMORANDUM

DATE: October 25, 2021

TO: Laura Kaufman, Envicom

FROM: Justin Link, City of Simi Valley

SUBJECT: North Canyon Ranch VMT Analysis

Background

VMT Analysis Screening and Thresholds

In compliance with Senate Bill 743, and in satisfaction of CEQA, a supplemental Vehicle Miles Traveled (VMT) Analysis will be required for all projects not exempted by the City's Screening Criteria. The following projects are exempt from a VMT Analysis:

- Projects that generate less than 110 trips per day (net) as calculated using Trip Generation
- Standalone retail projects less than 50,000 square feet in gross floor area located within neighborhoods
- Community-serving projects such as parks, libraries, or other projects deemed by the City Engineer to have a less than significant impact
- Projects with 100% affordable residential
- Projects located within 0.5 miles of the Simi Valley Metrolink Station
- Projects located within mapped areas of 5% below the City's background VMT as determined by the City Transportation Analysis Model

If the project is exempt, it shall be noted in the traffic impact report and the reason(s) for exemption clearly stated. Projects not exempted by the screening criteria shall have a VMT analysis prepared by City Staff using the City Transportation Analysis Model. The resulting project VMT will be provided to the applicant's Engineer and summarized in the traffic impact report.

A project will be considered to have an impact if it generates VMT per capita and/or per employee in excess of 5% less than the background VMT for the City of Simi Valley. (e.g. a project that generates home-based trips will have an impact if it is forecast to generate a VMT per capita greater than 16.15, which is 5% less than a background VMT per capita of 17.0. A project that generates work-based trips will have an impact if it forecast to generate a VMT per employee greater than 10.35, which is 5% less than a background VMT per employee of 10.9)

Mitigation and Monitoring

If the VMT Analysis determines that the project will generate VMT per capita greater than 5% less than the background VMT for the City of Simi Valley, the impact must be mitigated by one (or more) of the following measures:

All land uses:

- Improve or increase access to transit.
- Increase access to common goods and services, such as groceries, schools, and daycare.
- Incorporate affordable housing into the project.
- Orient the project toward transit, bicycle and pedestrian facilities.
- Improve pedestrian or bicycle networks, or transit service.
- Provide bicycle parking.
- Unbundle parking costs.
- Provide parking cash-out programs.
- Implement or provide access to a commute reduction program.
- Provide car-sharing, bike sharing, and ride-sharing programs.
- Provide transit passes.

Work-Based land uses:

- Shifting single occupancy vehicle trips to carpooling or vanpooling, for example providing ride-matching services.
- Providing incentives or subsidies that increase the use of modes other than single-occupancy vehicles.
- Providing on-site amenities such as priority parking for carpools, vanpools, or TNCs; secure bike parking; and showers and locker rooms.
- Providing employee transportation coordinators at employment sites.
- Providing a guaranteed ride home service to users of non-auto modes.

Each mitigation measure is assumed to contribute a 1% reduction in VMT, with multiple mitigation measures additive only to an extent. For instance, the effect of unbundling parking costs will be less when combined with car or bike sharing, as these mitigation measure will affect similar demographics. Final mitigation totals will be determined in collaboration with the City Traffic Engineer. Appropriate text and/or exhibits must be provided describing the mitigation measures assumed in the analyses. Project-specific mitigation measures and their effects shall be identified and discussed separately.

A monitoring plan will be required for any VMT mitigation measures established for the project. Monitoring will occur for a term of no less than 3 years and no more than 5 years. The mitigation monitoring plan will be incorporated into the project conditions of approval.

Analysis

City Staff prepared a VMT analysis for the North Canyon Ranch project, consisting of 159 single family dwellings and 50 multi-family attached dwellings located north of the Simi Town Center, between First Street and Erringer Road.

To conduct the analysis, Staff utilized the City of Simi Valley Transportation Analysis Model (SVTAM). The SVTAM is a four-step gravity model that estimates traffic volumes and trip lengths through:

1. Trip Generation estimates for the underlying land use data.
2. Trip Distribution between production and attraction “Traffic Analysis Zones (TAZs)” based on proximity and travel time assumptions (Gravity-Type Model).
3. Mode Choice (e.g. heavy vehicle vs. light vehicle)
4. Trip Assignment, based on the assumption in the previous steps.

Staff modified the existing General Plan land use assumptions for to match the project description, and conducted a “model run” of the aforementioned four-steps. Trip lengths, and therefore VMT, is estimated for each TAZ representing the project location.

Results

For North Canyon Ranch, the peak modeled VMT for the project was **9.9 VMT/capita for home-based trips**. This is below the City’s Threshold of 5% below background VMT of 17.0 VMT/capita, for home-based trips. As such, there is **no project-specific impact**.

As there is no commercial/retail/office component of the project, no VMT for work-based trips was generated by the model.

Mitigations

As there is no project-specific impact, no mitigation measures are required.

Prepared by: Justin Link