Appendix K

VMT Traveled Evaluation

(Transportation)

TRAMES SOLUTIONS INC.
4225 Oceanside Blvd., 354H
Oceanside, CA 92056
(760) 291 - 1400

April 8, 2021

Mr. Steven Berzansky
Steven Walker Communities
7111 Indiana Ave., STE. 300
Riverside, CA 92504

Subject: Tentative Tract Map 37743 VMT Evaluation (JN 0342-0001)

Dear Mr. Berzansky:

Trames Solutions Inc. is pleased to submit this vehicle miles traveled (VMT) evaluation for the proposed TTM 37743 Highgrove development. The project is proposed to be developed with an 8,380 sf retail development, a C-Store with 12 vehicle fueling positions (3,060 sf), and 52 single family residential units. The site is located north of Center Street and east of Mt. Vernon Avenue in the County of Riverside.

The County of Riverside has recently revised their Transportation Analysis Preparation Guide (approved December 2020) to include a vehicle miles traveled (VMT) analysis methodology. The VMT analysis is based on the passage of SB 743 which replaces automobile delay and LOS as the basis of determining CEQA impacts. Land use projects that have the potential to increase the average VMT per service population (compared to the County's baseline threshold) will be evaluated for potential impacts.

PROJECT DESCRIPTION

The TTM 37743 Highgrove development is proposed to be developed with an 8,380 sf retail development, a C-Store with 12 vehicle fueling positions (3,060 sf), and 52 single family residential units. The site is located north of Center Street and east of Mt. Vernon Avenue in the County of Riverside. Attachment A contains the site plan and anticipated uses.

TRIP GENERATION ANALYSIS

Typically, traffic generated by commercial and residential developments can be determined based on the Institute of Transportation Engineers (ITE), Trip Generation handbook (10th edition). This publication contains trip rates based on studies conducted for a variety of uses.

The trip generation due to the land uses are comprised of primary and "pass-by" traffic. Primary traffic refers to trips that are intending to go to the project as their primary destination. Pass-by trips are not new trips but those that are already on the roadway system but are anticipated to "pass-by" the project on their way to a primary destination.

Trip generation rates for the proposed development are shown in Table 1. The ITE Manual indicates that up to 25% of retail trips are comprised of pass-by trips. Similarly, up to 66% of a convenience store's trips are comprised of pass-by traffic.

The daily and peak hour trip generations for the proposed project are shown on Table 2. The project is estimated to generate a total of approximately 2,160 new trip-ends per day with 137 new vehicle trips per hour during the AM peak hour and 169 new vehicle trips per hour during the PM peak hour.

VEHICLE MILES TRAVELED (VMT) EVALUATION

The intent of the VMT analysis is to reduce Greenhouse Gas (GHG) emissions while promoting the development of infill land use project and multimodal transportation networks, and to promote a diversity of Land uses within developments. The County has developed a six-step process for evaluating land use projects as follows:

Step 1 - Evaluate land use
Step 2 – Screen for non-significant transportation impact
Step 3 – Determine significance threshold and methodology
Step 4 – Scope of Analysis Agreement
Step 5 – Analysis and Mitigation
Step 6 – Mitigation Monitoring (if Required)

Step 1 – Evaluate land use

The proposed project will consist of 52 single family residential units, a neighborhood retail store, and a C-Store that are intended to serve the local community. High regional traffic to the site is not anticipated based on the type/size of commercial uses and the target customers.

Step 2 – Screen for non-significant transportation impact

This step is intended to determine if a project would have a non-significant transportation impact. The County has provided seven screening criteria that would allow a project to have a presumed less than significant impact and eliminate the need for further analysis.

- Small Projects
- Projects Near High Quality Transit
- Local-Serving Retail
- Affordable Housing
- Local Essential Service
- Map-Based Screening
- Redevelopment Projects

Criteria 1 and 3 – Small Projects/Local-Serving Retail presumes that low trip generating projects and local serving retail projects will cause a less-than-significant impact if single family residential projects have less than 110 units and a single store on-site does not exceed 50,000 sf. Since the residential project will have 52 units and the retail portion of the proposed project will be 8,380 sf and the C-store will be 3,060 sf, a less than significant impact can be assumed.

CONCLUSIONS

Due to the size of the proposed residential and retail businesses (52 single family units, an 8,380 sf retail store, and a 3,060 sf C-store) serving the nearby community, a less than significant impact from a vehicle miles traveled standpoint can be assumed. Therefore, no further analysis is required.

If you have any questions, please contact me directly at (949) 244-2436.

Respectfully submitted,

Trames Solutions Inc.

Scott Sato, P.E.

Vice President

Attachment A – Site Plan

TABLE 1

PROJECT TRIP GENERATION RATES[1]

Land Use	ITE Code	Quantity[2]	Peak Hour Trip Rates						Daily
			AM			PM			
			IN	OUT	Total	IN	OUT	Total	
Single Fam. Detached	210	52 DU	0.19	0.56	0.75	0.62	0.37	0.99	9.44
Convenience Mkt. w/Pumps	853	12 VFP	10.38	10.38	20.76	11.52	11.52	23.04	322.50
Shopping Center	820	8.38 TSF	0.58	0.36	0.94	1.83	1.98	3.81	37.75

[1] Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 10th Edition (2017).

[2] VFP = Vehicle Fueling Positions; TSF = Thousand Square Feet; DU = Dwelling Units

TABLE 2

PROJECT TRIP GENERATION SUMMARY

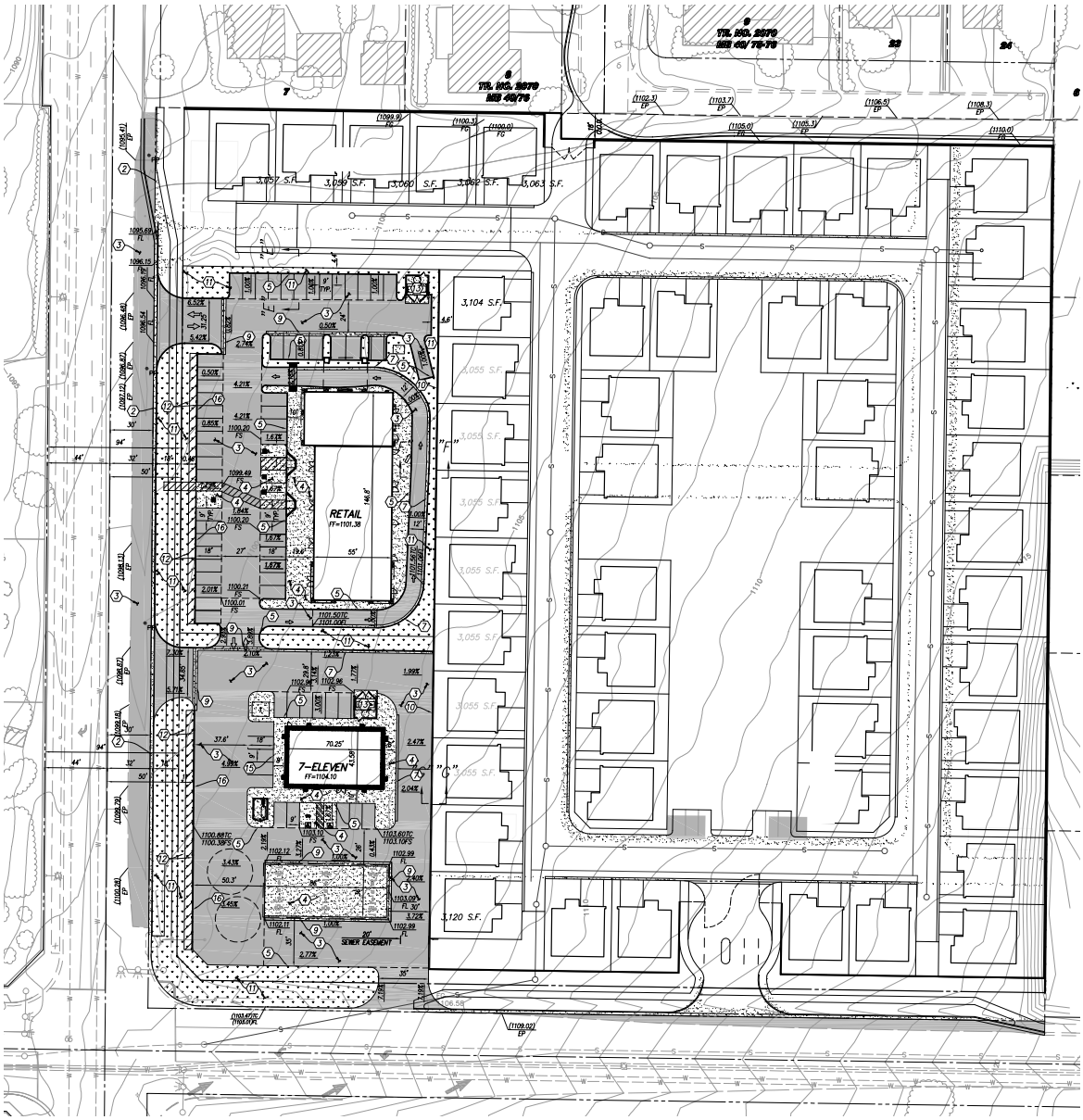
Land Use		Quantity[1]	Peak Hour						Daily
			AM			PM			
			In	Out	Total	In	Out	Total	
Single Fam. Detached	210	52 DU	10	29	39	32	19	51	491
Convenience Mkt. w/Pumps	853	12 VFP	125	125	250	138	138	276	3,870
- Pass-By Reduction (AM-63%, PM-66%)			-79	-79	-158	-91	-91	-182	-2,438
Shopping Center	820	8.38 TSF	5	3	8	15	17	32	316
- Pass-By Reduction (25%)			-1	-1	-2	-4	-4	-8	-79
TOTAL EXTERNAL TRIPS			60	77	137	90	79	169	2,160

[1] VFP = Vehicle Fueling Positions; TSF = Thousand Square Feet; DU = Dwelling Units

ATTACHMENT A

SITE PLAN

SITE PLAN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ATTACHMENT A

SITE PLAN