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**HARVILL INDUSTRIAL CENTER (PPT220001) VEHICLE MILES TRAVELED (VMT)  
SCREENING EVALUATION**

Mr. Peter Schafer,

The following Vehicle Miles Traveled (VMT) Screening Evaluation has been prepared for the proposed Harvill Industrial Center (**Project**), which is located on the northeast corner of Harvill Avenue and Cajalco Road in County of Riverside.

**PROJECT OVERVIEW**

The Project is proposed to consist of the development of 99,770 square feet of general light industrial or warehouse use with a 118-stall truck parking lot. Preliminary site plan can be found on Exhibit 1.

**EXHIBIT 1: PRELIMINARY SITE PLAN**



## **BACKGROUND**

Changes to California Environmental Quality Act (CEQA) Guidelines were adopted in December 2018, which requires all lead agencies to adopt VMT as a replacement for automobile delay-based level of service (LOS) as the new measure for identifying transportation impacts for land use projects. This statewide mandate went into effect July 1, 2020. To aid in this transition, the Governor's Office of Planning and Research (OPR) released a Technical Advisory on Evaluating Transportation Impacts in CEQA (December of 2018) (**Technical Advisory**) (1). Based on OPR's Technical Advisory, the County of Riverside has recently adopted their Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled (December of 2020) (**County Guidelines**) (2). The adopted County Guidelines have been utilized to prepare this VMT screening evaluation. Section 15064.3, subdivision (a), states, "For the purposes of this section, 'vehicle miles traveled' refers to the amount of distance of automobile travel attributable to a project." As noted in the Technical Advisory, the term "automobile" refers to on-road passenger vehicles, specifically cars and light trucks.

## **VMT SCREENING**

Consistent with County Guidelines, land use projects should evaluate applicable VMT screening criteria based on their location, size, and land use type to determine if a presumption of a less than significant transportation impact can be made without the need of a full project level VMT analysis. County Guidelines list seven different screening criteria, based of which the following screening criteria were selected for review based on their applicability to the Project:

- Small Projects Screening/Low GHG Emissions Based Screening
- High Quality Transit Areas (HQTA) Screening
- Map-Based Screening
- Local-Serving Retail

A land use project need only meet one of the above screening criteria to result in a less than significant impact.

### **SMALL PROJECT/LOW GHG EMISSIONS BASED SCREENING**

The County Guidelines identify those projects forecasted to generate greenhouse gas (GHG) emissions below 3,000 Metric Tons of Carbon Dioxide Equivalent (MTCO<sub>2e</sub>) per year are also assumed to cause a less than significant VMT impact.<sup>1</sup> County Guidelines identifies that industrial warehouse buildings (without refrigeration) below 208,000 square feet in total building size or general light industrial buildings with area less than or equal to 179,000 SF are expected to generate fewer than 3,000 MTCO<sub>2e</sub> per year and would therefore be considered less than significant. The Project as designed has a size of 99,770 square feet, which does not exceed the County identified threshold.

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<sup>1</sup> County Guidelines; Page 19.

**Small Project/Low GHG Emissions based screening criteria is met.**

### **HIGH QUALITY TRANSIT AREAS (HQTA) SCREENING**

Projects located within a Transit Priority Area (TPA) (i.e., within ½ mile of an existing “major transit stop”<sup>2</sup> or an existing stop along a “high-quality transit corridor”<sup>3</sup>) may be presumed to have a less than significant impact absent substantial evidence to the contrary. However, the presumption may not be appropriate if a project:

- Has a Floor Area Ratio (FAR) of less than 0.75;
- Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking);
- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization); or
- Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

The Project is not located within ½ mile of an existing major transit stop, or along a high-quality transit corridor (See Attachment A).

**HQTA screening criteria is not met.**

### **MAP-BASED SCREENING**

The Technical Advisory and County Guidelines note that “residential and office projects that locate in areas with low VMT, and that incorporate similar features (i.e., density, mix of uses, transit accessibility), will tend to exhibit similarly low VMT.”<sup>4</sup> County Guidelines also state that the use of map-based screening for low VMT generating areas are also applicable for other employment uses, such as the Project’s industrial development. Urban Crossroads has obtained a VMT data table from County Staff for all TAZs within Riverside County that identifies VMT per capita and VMT per employee for the purposes of identifying low VMT areas. The data utilizes the sub-regional Riverside Transportation Analysis Model (RIVTAM) to measure baseline VMT performance for individual TAZ’s, and a comparison was made to the applicable impact threshold (e.g., VMT per employee for office or industrial land uses and VMT per capita for residential land uses). Utilizing the Western Riverside Council of Governments (WRCOG) Screening tool, the parcel of the Project was identified. Once identified, the Project’s TAZ was derived from the WRCOG

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<sup>2</sup> Pub. Resources Code, § 21064.3 (“‘Major transit stop’ means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.”).

<sup>3</sup> Pub. Resources Code, § 21155 (“For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.”).

<sup>4</sup> Page 12 of the Technical Advisory

screening tool, the Project resides in TAZ 3,737. The County's data table identifies the Project's TAZ 3,737 to generate 0.0 VMT per employee. Whereas the County regional threshold is 14.24 VMT per employee. Based on the abnormally low VMT per Employee results of the project TAZ. The values are not reasonable and further VMT analysis is required to determine applicability of this screening criteria for this Project TAZ.

**Map-Based screening criteria is not met.**

### **LOCAL-SERVING PROJECT TYPE SCREENING**

The County Guidelines identifies that local serving projects shorten non-discretionary trips by putting those goods and services closer to residents, resulting in an overall reduction in VMT. The Project does not include any local serving uses.

**Local-Serving Project Type screening threshold is not met.**

### **CONCLUSION**

In summary, the Project was found to meet the County's Small Project/Low GHG Emissions based screening criteria. The Project is presumed to have a less than significant impact on VMT; no further analysis is required.

If you have any questions, please contact me directly at [aso@urbanxroads.com](mailto:aso@urbanxroads.com).

Respectfully submitted,

URBAN CROSSROADS, INC.



Alexander So  
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## REFERENCES

1. **Office of Planning and Research.** *Technical Advisory on Evaluating Transportation Impacts in CEQA.* State of California : s.n., December 2018.
2. **County of Riverside.** *Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled.* County of Riverside : s.n., December 2020.