

June 14, 2022

Ms. Tracy Zinn
T&B Planning, Inc.
3200 El Camino Real, Suite 100
Irvine, CA 92602

22740 TEMESCAL CANYON WAREHOUSE VEHICLE MILES TRAVELED (VMT) SCREENING EVALUATION

Ms. Tracy Zinn,

Urban Crossroads, Inc. is pleased to provide the following Vehicle Miles Traveled (VMT) Screening Evaluation for the 22740 Temescal Canyon Warehouse development (**Project**), which is bounded by Temescal Canyon Road to the south and Lee Lake Water District Road to the north in the County of Riverside.

PROJECT OVERVIEW

It is our understanding that the Project is to consist of a 201,844 square foot industrial warehouse building. A preliminary site plan can be found in 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 analysis.

VMT SCREENING ASSESSMENT

Consistent with County Guidelines, projects should evaluate available screening criteria based on their location and project type to determine if a presumption of a less than significant transportation impact can be made. The following project screening thresholds were selected for review based on their applicability to the proposed Project:

- Small Projects Screening
- High Quality Transit Areas (HQTA) Screening
- Map-Based Screening
- Affordable Housing Screening

SMALL PROJECTS SCREENING

The County Guidelines identify projects that generate fewer than 110 daily vehicle trips are presumed to have a less than significant impact absent substantial evidence to the contrary. Trips generated by the Project's proposed land uses have been estimated based on trip generation rates collected by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, 2021 (3). The proposed Project is anticipated to generate daily vehicle trips exceeding 110 daily vehicle trips threshold.

County Guidelines also identify those projects forecasted to generate greenhouse gas (GHG) emissions below 3,000 Metric Tons of Carbon Dioxide Equivalent (MTCO₂e) per year are also assumed to cause a less than significant VMT impact.¹ The County Guidelines provides a list of land use types based on quantity (i.e., dwelling units or square footage) and provides a typical development potential to be below the 3,000 MTCO₂e per year. For warehouse buildings, 208,000 square feet and below, has been identified to meet the County threshold². The proposed Project intends to develop a total of 201,844 square feet, which is below the warehouse building size equivalent for the 3,000 MTCO₂e threshold.

¹ County Guidelines; Page 19.

² County Guidelines; Page 42, Table 1

Small Projects 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”³ or an existing stop along a “high-quality transit corridor”⁴) 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 as seen in Attachment A.

HQTA screening criteria is not met.

MAP-BASED SCREENING

The 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.”⁵ County Guidelines also state that the use of map-based screening for low VMT generating areas is 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 of 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 screening tool, the

³ 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.”).

⁴ 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.”).

⁵ Technical Advisory; Page 12

Project resides in TAZ 3269. The County's data table identifies the Project's TAZ 3269 to generate 19.03 VMT per employee. Whereas the County regional threshold is 15.02 VMT per employee⁶. The Project is not located in a low VMT area.

Map-Based screening criteria is not met.

AFFORDABLE HOUSING SCREENING

As noted in the County Guidelines, lower-income residents make fewer trips on average, resulting in lower VMT overall. As the proposed Project does not include an affordable housing component, this screening criteria is not applicable.

Affordable Housing screening criteria is not met.

CONCLUSION

In summary, the Project was evaluated consistent with available screening criteria as presented in the County Guidelines. The Project was found to meet Small Project screening; no further VMT analysis required.

If you have any questions, please contact me directly at aso@urbanxroads.com.

Respectfully submitted,

URBAN CROSSROADS, INC.



Alexander So
Senior Associate

⁶ County Guidelines; Page 22

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.
3. **Institute of Transportation Engineers.** *Trip Generation Manual.* 11th Edition. 2021.

ATTACHMENT A
WRCOG SCREENING TOOL TPA MAP

WRCOG VMT Screening Tool

Find address or place

VMT Impact Screening

Input Output

Zoom in to your project location close enough that the blue parcel layer appears. Select Western Riverside County Parcels in the drop-down below, then use the black square to select your project parcels. When ready, click on the Execute button. To clear the selection or start over, click on the "X" on the output tab once the tool has run. All results based on RIVTAM Model*

Western Riverside County Parcels... [X] [Red X]

Execute

Help

Layer List

All results based on RIVTAM Model.

- Output Layer
- Western Riverside County Parcels (Zoom in to view)
- Transit Priority Area
- RIVTAM TAZs with total VMT per service population below jurisdictional average under 2012 base year model
- RIVTAM TAZs with Home-based VMT per resident below jurisdictional average under 2012 base year model
- RIVTAM TAZs with Home-based work VMT per worker below jurisdictional average under 2012 base year model
- RIVTAM TAZs with total VMT per service population below WRCOG subregional average under 2012 base year model
- RIVTAM TAZs with Home-based VMT per resident below WRCOG subregional average under 2012 base year model
- RIVTAM TAZs with Home-based work VMT per worker below WRCOG subregional average under 2012 base year model
- City Boundaries
- TUMF Zone Boundaries

(2 of 2)

APN:283110051; TAZ:3,269

Within a Transit Priority Area (TPA)?
No (Fail)

Within a low VMT generating TAZ based on Total VMT?
No (Fail)
Jurisdictional average 2012 daily total VMT per service population = 30.52
Project TAZ 2012 daily total VMT per service population = 44.54

Within a low VMT generating TAZ based on Residential Home-Based VMT?
No (Fail)
Jurisdictional average 2012 daily residential home-based VMT per capita = 13.93
Project TAZ 2012 daily residential home-based VMT per capita = 18.85

Within a low VMT generating TAZ based on Zoom to