

APPENDIX I
LIMITED VMT ANALYSIS

January 25, 2024

Ms. Betsy Lindsay
ULTRASYSTEMS ENVIRONMENTAL
16431 Scientific Way
Irvine, CA 92618

**Subject: Riverside County Parks Santa Ana River Bottom (SARB) Project
Vehicle Miles Traveled (VMT) Screening Analysis, City of Jurupa Valley**

Dear Ms. Lindsay:

Introduction

RK ENGINEERING GROUP, INC. (RK) is pleased to provide this Vehicle Miles Traveled (VMT) Screening Analysis for the proposed Riverside County Parks Santa Ana River Bottom (SARB) Project (hereinafter referred to as "project").

The purpose of this study is to utilize the *City of Jurupa Valley Traffic Impact Analysis Guidelines*, dated August 2020, which establishes uniform analysis methodologies and thresholds of significance for determining VMT impacts under the California Environmental Quality Act (CEQA), to determine if the project will require a detailed VMT modeling analysis.

Project Description

Riverside County Regional Parks and Open Space District (RivCoParks) is seeking approval from the Riverside County Board of Supervisors for development of several improvements next to its headquarters office, which is at Crestmore Manor in Rancho Jurupa Regional Park, in the City of Jurupa Valley within western Riverside County. Crestmore Manor, a 10,830 square foot mansion built in the 1950s, also serves as an event venue.

The Santa Ana River Bottom (SARB) Collaborative is a joint effort by several Riverside County agencies to protect, preserve, and enhance the SARB's habitat and wildlife, and to provide multi-disciplinary services to locate stable housing and resources for individuals and families struggling with homelessness.

The project site is in the southeast part of Rancho Jurupa Regional Park, which spans 200 acres and also includes two campgrounds, in addition to Crestmore Manor.

The proposed Riverside County Parks Santa Ana River Bottom (SARB) Project (hereinafter referred to as “project”) includes the development of a 2,611 square foot (SF) maintenance building, retrofitting an existing 600 square foot building to add a shower and bathroom, construction of a new roadway which would be built from the existing access road to Crestmore Manor, and other miscellaneous improvements (e.g., landscaping, fencing, utilities, etc.).

Exhibit A shows the location map of the proposed project. Exhibit B shows the proposed site plan.

Project Trip Generation

Trip generation represents the amount of traffic that is attracted and produced by a development.

Trip generation is typically estimated based on the trip generation rates from the latest Institute of Transportation Engineers (ITE) Trip Generation Manual. The latest and most recent version (11th Edition, 2021) of the ITE Manual has been utilized for this trip generation analysis. This publication provides a comprehensive evaluation of trip generation rates for a variety of land uses.

The proposed project primarily consists of a 2,611 square foot (SF) maintenance building. The ITE Trip Generation Manual (11th edition, 2021) does not specifically identify a “maintenance building” as a land use. As such, RK has conservatively utilized the ITE Land Use Code 730: Government Office Building trip rates since this proposed maintenance building will serve as ancillary space for the existing RivCoParks headquarters office. However, in reality, this project is not expected to significantly change the existing trip generation of the project.

Table 1 below shows these ITE trip generation rates as well as the corresponding trip generation forecast.

Table 1
Project Trip Generation Rates and Forecasts¹

Land Use (ITE Code)	Quantity	Units ²	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
ITE Trip Generation Rates									
Government Office Building (730)	--	TSF	75%	25%	3.34	25%	75%	1.71	22.59
Project Trip Generation									
Riverside County Parks Santa Ana River Bottom (SARB) Project	2.611	TSF	7	2	9	1	3	4	59

¹ Source: *ITE Trip Generation Manual* (11th Edition, 2021).

² TSF = Thousand Square Feet

As shown in Table 1, the proposed project is forecast to generate approximately 59 daily trips, which include approximately 9 AM peak hour trips and approximately 4 AM peak hour trips. As previously stated, this project in reality is not expected to significantly change the existing trip generation of the project.

VMT Screening Assessment

The *City of Jurupa Valley Traffic Impact Analysis Guidelines*, dated August 2020, provides recommendations in the form of thresholds of significance and methodology for identifying VMT-related impacts. The proposed project is subject to a VMT analysis and will adhere to the recommendations and practices described in the City's guidelines.

The City of Jurupa Valley has developed three types of screening criteria that can be applied to effectively screen projects from project-level assessment. The screening steps are identified below:

- Step 1: Transit Priority Area (TPA) or High Quality Transit Area (HQTA) Screening
- Step 2: Low VMT Area Screening
- Step 3: Project Type Screening

Step 3: Project Type Screening

The *City of Jurupa Valley Traffic Impact Analysis Guidelines*, dated August 2020, specify that certain project types are eligible to screen from a project-level VMT assessment because they can be presumed to have a less than significant impact absent substantial evidence to the contrary as their uses are local serving in nature. These types of projects include:

- Local Serving Retail Less than 50,000 square feet
- Local parks
- Day Care Centers
- Local-serving retail centers, gas stations, and banks
- Local-Serving restaurants, including with drive-through
- Local-serving hotels (e.g., non-destination hotels)
- Local serving community colleges that are consistent with the assumptions noted in the RTP/SCS
- Projects generating less than 250 daily vehicle trips.

Because the project is forecast to generate less than 250 daily vehicle trips (i.e., 59 daily vehicle trips), the proposed project meets the screening criteria based on Step 3: Low Type Project Type Screening.

As such, the project may be presumed to have a less than significant impact on VMT under CEQA and no further VMT analysis is required.

Conclusions

RK Engineering Group, Inc. has completed this Vehicle Miles Traveled (VMT) Screening Assessment for the proposed Riverside County Parks Santa Ana River Bottom (SARB) Project.

Consistent with the *City of Jurupa Valley Traffic Impact Analysis Guidelines, dated August 2020*, the proposed project is screened out from a full VMT analysis based on the Step 3: Project Type Screening criteria and may be presumed to have a less than significant impact on VMT under CEQA.P

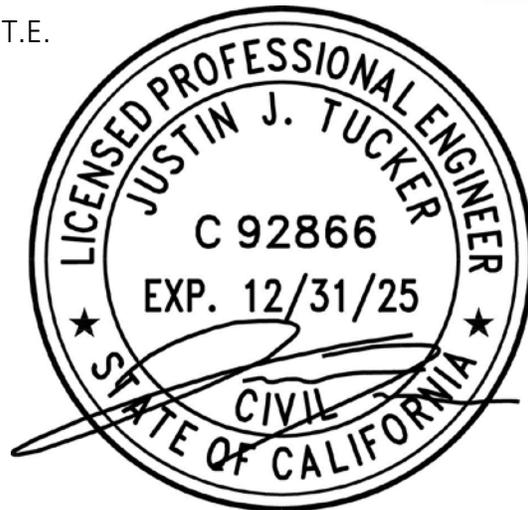
RK Engineering Group, Inc. appreciates this opportunity to assist ULTRASYSTEMS ENVIRONMENTAL with this project. If you have any questions regarding this study, please do not hesitate to contact us at (949) 474-0809.

Sincerely,

RK ENGINEERING GROUP, INC.

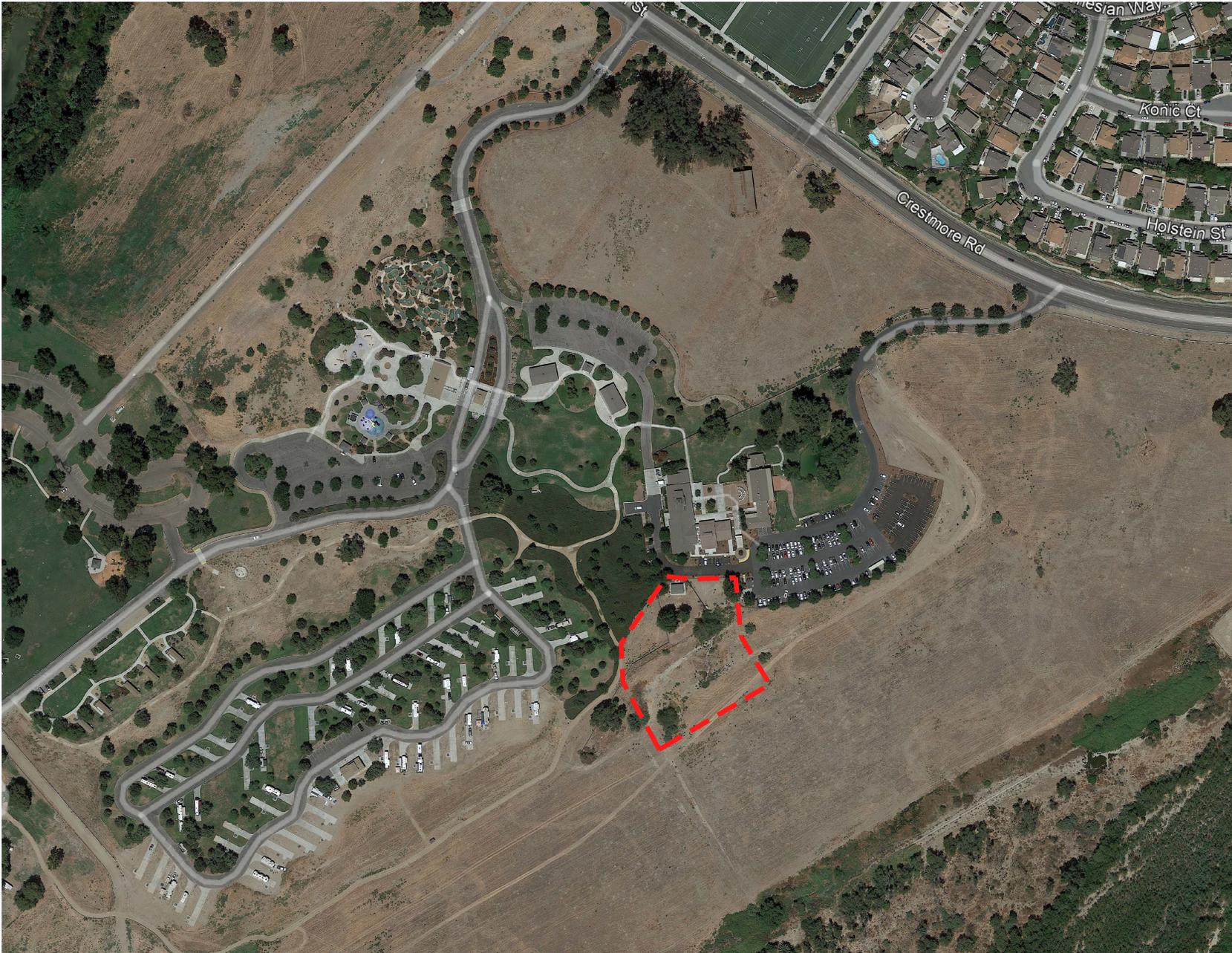


Justin Tucker, P.E., T.E.
Associate Principal



Nhi Ly, E.I.T.
Engineer II

Exhibits



Legend:

--- = Project Site Boundary



