



August 23, 2021

Mr. Matthew Nelson  
Gresham Savage Nolan & Tilden, PC  
550 East Hospitality Lane, Suite 300  
San Bernardino, CA 92408

**SUBJECT: WALMART KIOSK WITH FUEL STATION VEHICLE MILES TRAVELLED (VMT) ANALYSIS**

Dear Mr. Matthew Nelson:

The following Vehicle Miles Travelled (VMT) Analysis has been prepared for the proposed Walmart Kiosk With Fuel Station (**Project**), which is located at 1540 East 2nd Street located in the City of Beaumont.

## **PROJECT OVERVIEW**

The Project proposes to consist of the development of a 16-vehicle fueling position Gasoline/Service Station on an existing Walmart site.

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, 10<sup>th</sup> Edition, 2017. (1) The proposed Project is anticipated to generate a total of 1,210 vehicle trip-ends per day (see Attachment A).

## **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 takes 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**). (3) Based on OPR's Technical Advisory, the City of Beaumont adopted the SB 743 Vehicle Miles Traveled (VMT) Thresholds for California Environmental Quality Act (CEQA) Compliance Related to Transportation Analysis (**City Guidelines**). (4) The City Guidelines have been utilized to prepare this VMT screening evaluation.

## **PROJECT SCREENING**

Consistent with City Guidelines, projects that meet certain screening thresholds based on their location and project type may be presumed to result in a less than significant transportation impact. The City of

Beaumont utilizes the Western Riverside Council of Governments (WRCOG) VMT Screening Tool (**Screening Tool**) to evaluate the following Project Screening Thresholds:

- Transit Priority Area (TPA) Screening
- Low VMT Area Screening
- Project Type Screening

As noted in the City Guidelines, a land use project need only meet one of the above screening thresholds to result in a less than significant impact.

### **TPA SCREENING**

Consistent with guidance identified in the City Guidelines, projects located within a Transit Priority Area (TPA) (i.e., within ½ mile of an existing “major transit stop”<sup>1</sup> or an existing stop along a “high-quality transit corridor”<sup>2</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.

Based on the Screening Tool results presented in Attachment B, the Project site is not located within ½ mile of an existing major transit stop, or along a high-quality transit corridor.

**TPA screening criteria is not met.**

### **LOW VMT AREA SCREENING**

As described in the City Guidelines, “residential and office projects located within a low VMT-generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary.”<sup>3</sup> The Screening Tool uses the sub-regional Riverside Transportation Analysis Model (RIVTAM) to measure VMT performance within individual traffic analysis zones (TAZ’s) within the City. The Project’s physical location based on parcel number is input into the Screening Tool to determine project generated

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<sup>1</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>2</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>3</sup> Page 24 of the City Guidelines

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VMT as compared to the City threshold. Based on the Screening Tool results (see Attachment B), the Project is not located within a low VMT generating zone.

**Low VMT Area screening criteria is not met.**

**PROJECT TYPE SCREENING**

The City Guidelines state that “local-serving retail less than 50,000 square feet may be presumed to have a less than significant impact absent substantial evidence to the contrary. Local serving retail generally improves the convenience of shopping close to home and has the effect of reducing vehicle travel.”<sup>4</sup> The Project proposes to consist of the development of a 16-vehicle fueling position Gasoline/Service Station with a 440 square foot kiosk, which is less than 50,000 square feet threshold. The Project would therefore shorten trips for the nearby community that would otherwise have to travel to seek the Project’s provided services.

**Project Type screening criteria is met.**

**CONCLUSION**

Based on our review of applicable VMT screening thresholds, the Project meets the Project Type screening threshold and would result in a less than significant VMT impact; no additional VMT analysis is required.

If you have any questions, please contact me directly at 949-660-1994.

Respectfully submitted,

URBAN CROSSROADS, INC.



Aric Evatt, PTP  
President



Robert Vu, PE  
Transportation Engineer

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<sup>4</sup> Page 26 of the City Guidelines

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## REFERENCES

1. **Institute of Transportation Engineers.** *Trip Generation Manual*. 10th Edition. 2017.
2. **Office of Planning and Research.** *Technical Advisory on Evaluating Transportation Impacts in CEQA*. State of California : s.n., December 2018.
3. **City of Beaumont.** *SB 743 Vehicle Miles Traveled (VMT) Thresholds for California Environmental Quality Act (CEQA) Compliance Related to Transportation Analysis*. City of Beaumont : s.n., June 2020.

**ATTACHMENT A**  
**TRIP GENERATION**

### PROJECT TRIP GENERATION SUMMARY

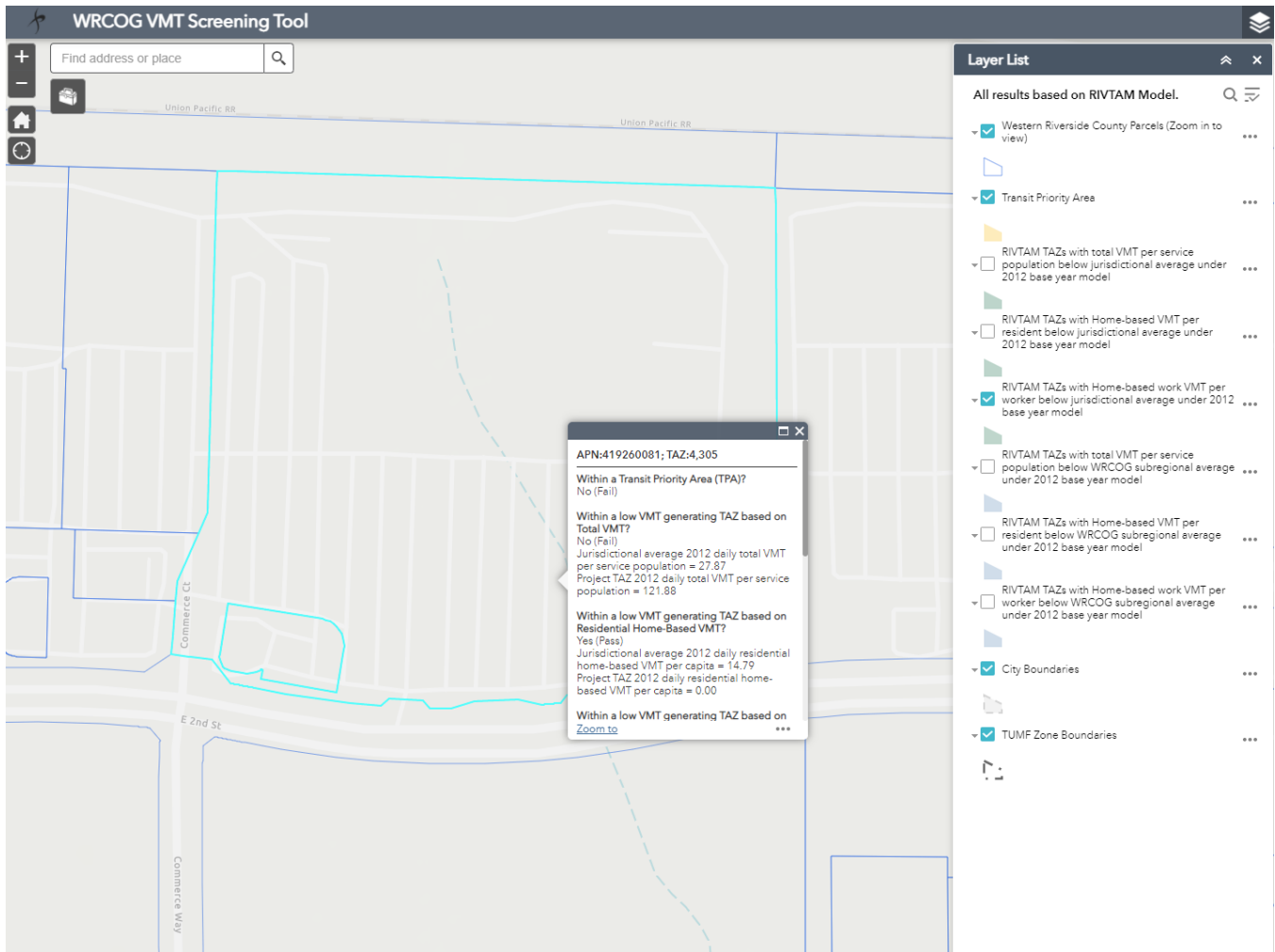
Land Use <sup>1</sup>	ITE Code	Units <sup>2</sup>	AM Peak Hour			PM Peak Hour			Weekday Daily
			In	Out	Total	In	Out	Total	
Gasoline/Service Station	944	VFP	5.14	5.14	10.28	7.02	7.01	14.03	172.01

Land Use <sup>1</sup>	Quantity	Units <sup>2</sup>	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Gasoline/Service Station	16	VFP	82	82	164	112	112	224	2,752
Pass-By (62% AM; 56% PM/Daily):			-51	-51	-102	-63	-63	-126	-1,542
<b>Project Buildout Total:</b>			<b>31</b>	<b>31</b>	<b>62</b>	<b>49</b>	<b>49</b>	<b>98</b>	<b>1,210</b>

<sup>1</sup> Trip Generation Source: Institute of Transportation Engineers (ITE), *Trip Generation Manual*, Tenth Edition (2017).

<sup>2</sup> VFP = Vehicle Fueling Position

**ATTACHMENT B**  
**SCREENING TOOL RESULTS**



APN:419260081; TAZ:4,305

**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 = 27.87  
Project TAZ 2012 daily total VMT per service population = 121.88

**Within a low VMT generating TAZ based on Residential Home-Based VMT?**  
Yes (Pass)  
Jurisdictional average 2012 daily residential home-based VMT per capita = 14.79  
Project TAZ 2012 daily residential home-based VMT per capita = 0.00

**Within a low VMT generating TAZ based on Home-Based Work VMT?**  
No (Fail)  
Jurisdictional average 2012 daily home-based work VMT per worker = 11.22  
Project TAZ 2012 daily home-based work VMT per worker = 11.95

Notes:

- TPA designation is based on October 2018 conditions.
- Screening results are based on location of parcel centroids. If results are desired considering the full parcel, please refer to the associated map layers to visually review parcel and TAZ boundary relationship.
- If VMT screening is desired for current baseline conditions, contact WRCOG for 2012 and 2040 VMT data. Interpolated VMT results can be obtained using the complete data set.
- VMT results do not account for full length of trips that occur beyond the SCAG region.