

July 25, 2023

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LYON AVENUE TTM 38468 VEHICLE MILES TRAVELED (VMT) SCREENING EVALUATION

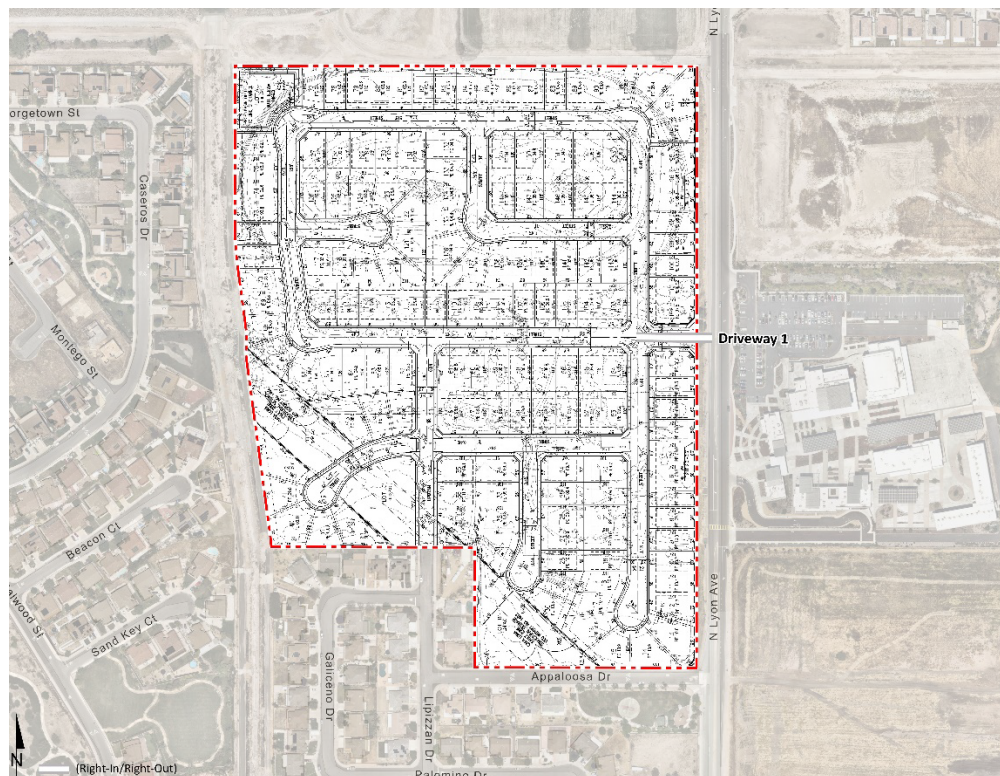
Ms. Kaitlyn Dodson-Hamilton,

Urban Crossroads, Inc. is pleased to provide the following Vehicle Miles Traveled (VMT) Screening Evaluation for the Lyon Avenue TTM 38468 development (**Project**) which is located on the west side of Lyon Avenue, approximately 137 feet north of Cottonwood Avenue (APN 436-280-006 & 007) in the City of San Jacinto.

PROJECT OVERVIEW

It is our understanding that the project is to consist of the development of 153 single family residences on approximately 42.19 gross acre site. Preliminary site plan can be found below 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 City of San Jacinto has prepared their [City of San Jacinto Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment](#) (June 2020) (**City Guidelines**) (2). This analysis has utilized the City Guidelines for the review of applicable VMT screening criteria.

VMT SCREENING

The City's Guidelines list standardized screening methods for project level VMT analysis that can be used to identify when a proposed land use development project is anticipated to result in a less than significant impact thereby eliminating the need to conduct a full VMT analysis. It is our understanding the City of San Jacinto utilizes the Western Riverside Council of Governments (WRCOG) VMT Screening Tool (Screening Tool). The Screening Tool allows users to select an assessor's parcel number (APN) to determine if a project's location meets one or more of the screening thresholds for land use projects identified in the City Guidelines. The City of San Jacinto VMT screening types, as described within the City Guidelines, are listed below:

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

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

STEP 1: TPA SCREENING

The Technical Advisory and City Guidelines describe those projects located within a Transit Priority Area (TPA) (i.e., within ½ mile of an existing "major transit stop"¹ or an existing stop along a "high-quality transit corridor"²) 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:

¹ 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.").

² 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.").

- 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 Screening Tool was utilized to locate the Project site and its proximity to a TPA. Results, as shown in Attachment A, identify the Project Site is not located within ½ mile of an existing major transit stop, or along a high-quality transit corridor.

TPA screening threshold is not met.

STEP 2: LOW VMT AREA SCREENING

The City Guidelines state that, “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. In addition, other employment-related and mixed-use land use projects may qualify for the use of screening if the project can reasonably be expected to generate VMT per resident, per worker, or per service population that is similar to the existing land uses in the low VMT area.”³ The Screening Tool uses the sub-regional Riverside County Model (RIVCOM) to measure VMT performance within individual traffic analysis zones (TAZ’s) within the WRCOG region. The Project’s physical location is evaluated in the Screening Tool to determine VMT generated by the existing TAZ as compared to the City Guidelines’ impact threshold of project generated VMT per service population below the WRCOG Subregional VMT per service population. The WRCOG Subregional VMT per service population was calculated using RIVCOM travel demand model resulting in a WRCOG Subregional average 34.62 VMT per service population.

The parcel containing the proposed Project was selected and the Screening Tool was run for the Origin-Destination VMT per service population measure of VMT. Based on the Screening Tool results (see Attachment A), the Project TAZ is shown to generate a VMT per service population of 23.6. The Project is located in a low VMT area below the WRCOG Subregional VMT per service population.

Low VMT Area screening criteria is met.

STEP 3: PROJECT TYPE SCREENING

The City Guidelines indicates for small projects that generate low traffic volumes (i.e., fewer than 500 daily trips) and by association low greenhouse gas (GHG) emissions are also assumed to cause a less than significant impact. Trips generated by the Project’s proposed land use have been estimated based on trip generation rates collected by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, 2021 (3). The Project is estimated to

³ City Guidelines; page 23.

generate 1,444 vehicle trip-ends per day. The Project exceeds the 500 daily trip threshold (See Attachment B).

Also, the City Guidelines identify that local serving retail buildings with less than 50,000 square feet or other local serving essential services (e.g., day care centers, public schools, religious assembly uses, etc.) are presumed to have a less than significant impact absent substantial evidence to the contrary. The Project does not intend to develop any local serving uses.

Project Type screening criteria is not met.

CONCLUSION

In summary, the Project was evaluated consistent with the available screening criteria. The Project was found to meet the Low VMT Area screening criteria. The Proposed Project is presumed to result in a less than significant impact for VMT; 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

REFERENCES

1. **Office of Planning and Research.** *Technical Advisory on Evaluating Transportation Impacts in CEQA.* State of California : s.n., December 2018.
2. **City of San Jacinto.** *City of San Jacinto Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment.* June 2020.
3. **Institute of Transportation Engineers.** *Trip Generation Manual.* 11th Edition. 2021.

ATTACHMENT A
WRCOG SCREENING TOOL

WRCOG VMT Tool Powered by Fehr & Peers User's Guide

N Lyon Ave & Cottonwood Ave, E X

Show search results for N Lyon Ave &...

Complete #1-4, Then Click "Run"

VMT. Please consult with the jurisdiction to verify which metric to use for your analysis.*

OD VMT Per Service Population

#3. Select the Baseline Year. The year available for analysis are from 2018 to 2045.*

2022

#4. Select the Threshold (% reduction from baseline year). Note each jurisdiction may have adopted a different metric by which they measure VMT. Please consult with the jurisdiction to verify which metric to use for your analysis.*

Below County Baseline (0%)

[Help](#) **Run**

(1 of 3)

OBJECTID	1
Assessor Parcel Number (APN)	436280006
Traffic Analysis Zone (TAZ)	2156
Community Region	SAN JACINTO
Inside a Transit Priority Area (TPA)	No
TAZ VMT	23.6
Jurisdiction VMT	34.5
% Difference	-31.64%
VMT Metric	OD VMT Per Service Population
Threshold	34.5

[Zoom to](#)

W Cottonwood Ave

W 7th St

Saddle Ranch Rd

Community Maps Contributors, Loma Linda University, UC Riverside, County of Riverside, ...

POWERED BY esri

ATTACHMENT B
PROJECT TRIP GENERATION

TABLE 1: PROJECT TRIP GENERATION SUMMARY

Land Use ¹	ITE Code	Units ²	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Single Family Detached Residential	210	DU	0.18	0.52	0.70	0.59	0.35	0.94	9.43

¹ Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).

² DU = dwelling units

Land Use	Quantity Units ¹	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Lyon Avenue Project (TTM No. 38468)	153 DU	28	79	107	91	53	144	1,444

¹ DU = dwelling units