



APPENDIX G

VMT Screening Analysis

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Technical Memorandum

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CC: Kristen Bogue, Michael Baker International
Date: December 20, 2024
Subject: Victoria Place Project, City of Costa Mesa, VMT Screening Analysis

1. Introduction

Michael Baker International (Michael Baker) has evaluated the proposed Victoria Place Project located at 220 Victoria Street in the City of Costa Mesa relative to vehicle miles traveled (VMT) analysis. The purpose of this memorandum is to document the site trip generation analysis and VMT screening analysis in support of the transportation component of the California Environment Quality Act (CEQA).

This evaluation is consistent with the City of Costa Mesa's *Transportation Impact Analysis Guidelines* (October 2020) (*City Guidelines*). The *City Guidelines* contain multiple screening criteria for land development projects based on size, location, proximity to transit, or trip-making potential. If a Project meets one or more of the screening thresholds, it may be presumed to result in a less-than-significant transportation impact under CEQA and would not require a detailed quantitative VMT assessment.

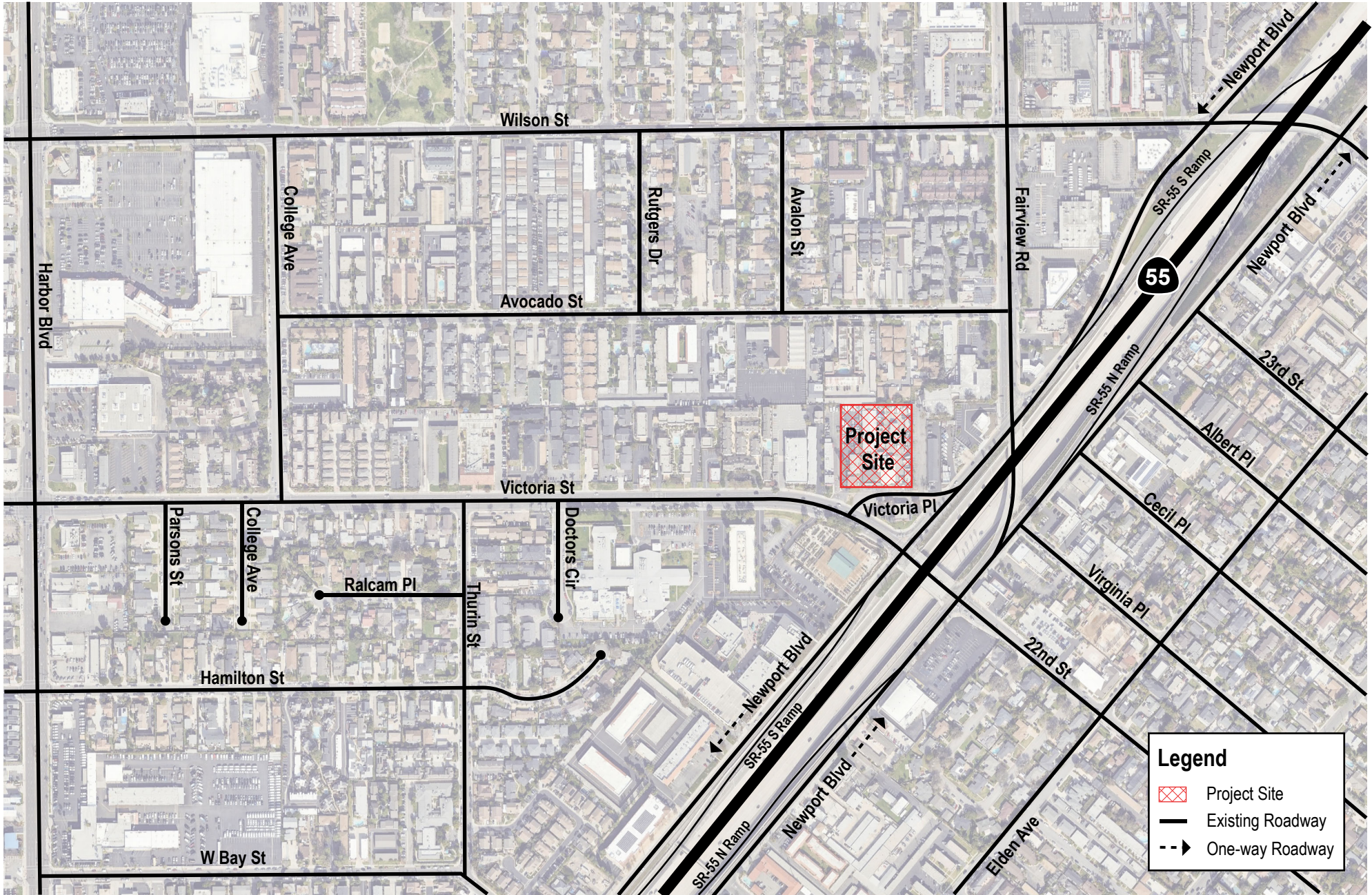
2. Project Information

Project Description

The Victoria Place Project (Project) is located at 220 Victoria Street in the City of Costa Mesa and encompasses multiple parcels. The existing site is currently developed with commercial retail buildings, housing, and storage yards. The Project proposes to construct a 40-unit residential community with associated parking. Specifically, the Project would consist of 18 duplexes and four (4) detached units fronting Victoria Street.

The Project proposes a total of 103 parking spaces. Every residential unit includes a two-car garage which provides a total of 80 parking spaces. Additionally, 18 open surface parking spaces, and 5 covered carports are proposed. Site access to the Projected will be provided by two new 25-foot-wide driveways along Victoria Street.

Exhibit 1 shows the Project location and **Exhibit 2** is the proposed site plan. Additionally, **Table 1** summarizes key existing development characteristics and **Table 2** summarizes the proposed Project conditions.



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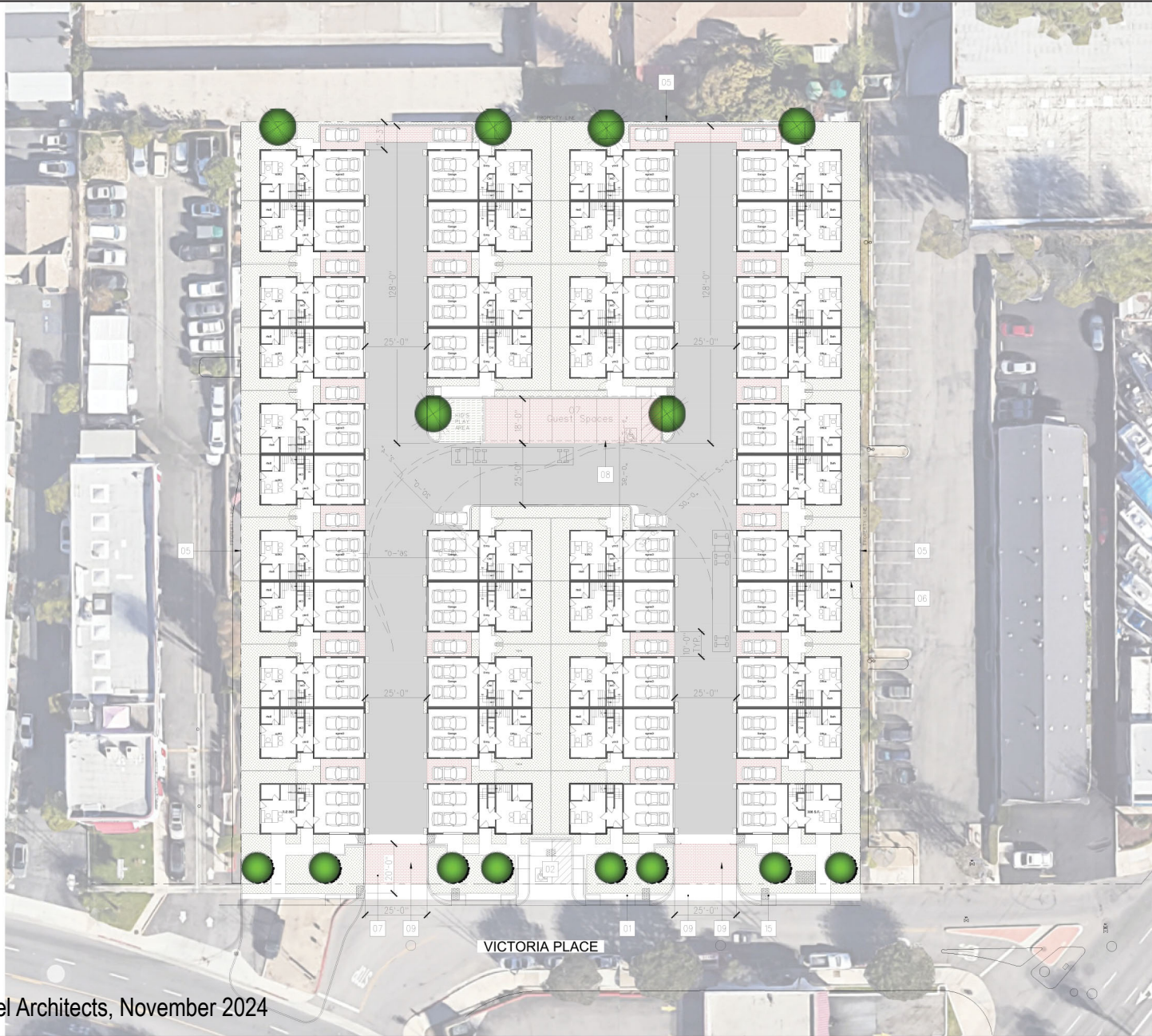
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Project Location

Exhibit 1



Source: Bundy-Finkel Architects, November 2024



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Site Plan

Exhibit 2

Table 1: Existing Information Summary

Item	Description
Project Location	220/222/224/236 Victoria Place, Costa Mesa, CA 92627: Located along Victoria Place, north of the intersection of Victoria Street and Newport Boulevard, and to the east of the Costa Mesa Freeway (State Route 55 [SR-55])
Existing Land Uses	The project site is currently developed with existing commercial retail buildings, housing, and storage yards.
Accessor's Parcel Number (APN)	419-111-19 419-111-20 419-111-21
Acreage	1.77 acres
Existing Zoning	General Business District
Nearby Land Uses	Developed land uses exist on the North, East, South and West sides of the Project site. North: Multi-family residences and single-family residences East: Surface parking lot. Multi-family residential building and commercial use (located further east) South: Victoria Place and a commercial building & Victoria Street (located further south) West: Commercial uses. Residential uses (located further west)
Existing Access	Access to the project site is currently provided by Victoria Place, which connects Victoria Street and Newport Boulevard.

Table 2: Project Information Summary

Item	Description
Project Title	Victoria Place Project
Proposed Use	Construction of a 40-unit residential community comprising of 18 duplexes and four detached units fronting Victoria Place
Proposed Zoning	Residential Incentive Overlay – (Zone Code Amendment based on location in "Measure K" corridor)
On-Site Parking	103 parking spaces in total (80 parking garage spaces, 18 open surface parking spaces, 5 covered carports)
Anticipated Opening Year	2027
Proposed Access	Two unsignalized driveways at the southern end of the project along Victoria Place. Both driveways connect to internal drive aisles that form an "H"-shaped roadway pattern on-site. New sidewalks would be constructed along Victoria Place.

3. Trip Generation Analysis

The Project site trips were estimated in the *Trip Generation Analysis* conducted by Infrastructure Group Inc. (IGI) under a separate cover dated December 2, 2024. **Table 3** summarizes the trip generation rates for the existing and proposed uses from the IGI trip generation memo.

Table 3: Trip Generation Rates

Land Use	ITE Code	Daily Trips Rate	AM Peak Hour		PM Peak Hour	
			Rate	In / Out	Rate	In / Out
Single Family Attached Homes	215	7.20 / DU	0.48 / DU	0.12 / 0.36	0.57 / DU	0.34 / 0.23
Single Family Detached Housing	210	9.43 / DU	0.70 / DU	0.18 / 0.52	0.94 / DU	0.59 / 0.35
Strip Retail Plaza <40k	822	54.45 / TSF	2.36 / TSF	1.42 / 0.94	6.59 / TSF	3.30 / 3.29
General Light Industrial	110	4.87 / TSF	0.74 / TSF	0.65 / 0.09	0.65 / TSF	0.09 / 0.56

Sources: 1) *Trip Generation Analysis dated December 2, 2024 (Infrastructure Group Inc.)*

Note: TSF = Thousand square feet.
DU = Dwelling Unit.

Table 4 shows the net trip generation calculations for the Project from the IGI trip generation memo. The project is forecast to generate 25 net new daily trips, +8 net new AM Peak Hour trips and a net reduction of 8 PM Peak Hour trips after taking reduction credit for the existing uses on-site. The City has established a 50 peak hour threshold for requiring a Level of Service (LOS) Traffic Impact Analysis (TIA). Based on the trips shown in **Table 4**, the Project is not estimated to generate more than 50 peak hour trips. As such, a Level of Service (LOS) based traffic operations study is not required for the proposed Project based on the *City Guidelines*.

Table 4: Project Trip Generation

Land Use	ITE Code	Quantity	Daily Trips	AM Peak Hour			PM Peak Hour		
				Volume	In	Out	Volume	In	Out
Proposed Project Trips									
Single Family Attached Homes	215	36 DU	260	18	5	13	21	12	9
Single Family Detached Homes	210	4 DU	38	3	1	2	4	2	2
Total Proposed Trips			298	21	6	15	25	14	11
Existing Trips (With Active Business License)									
Strip Retail Plaza <40k	822	4.888 TSF	-266	-12	-7	-5	-32	-16	-16
General Light Industrial	110	1.4 TSF	-7	-1	-1	-0	-1	-0	-1
Total Existing Trips Displaced			-273	-13	-8	-5	-33	-16	-17
Net Project Trips (Proposed less Existing)			+25	+8	-2	+10	-8	-2	-6

Sources: 1) *Trip Generation Analysis dated December 2, 2024 (Infrastructure Group Inc.)*

Note: TSF = Thousand square feet.
DU = Dwelling Unit.

4. VMT Screening

As mentioned previously, the City of Costa Mesa's *Transportation Impact Analysis Guidelines* (October 2020) were used to evaluate the Project's potential VMT impact. Land use projects that meet one or more of the screening thresholds documented in the *City Guidelines* can be presumed to result in a less-than-significant transportation impact under CEQA. For land development projects, these criteria include proximity to transit, location, or trip-making potential. The screening criteria is listed below along with the detailed project-specific evaluation.

Screening Criteria

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

Step 1: Transit Priority Area (TPA) Screening

A project located within a Transit Priority Area may be presumed to have a less-than-significant impact absent substantial evidence to the contrary. This presumption may NOT be appropriate if the project:

- Has a Floor Area Ratio (FAR) of less than 0.75
- Includes more parking for use by residents, customer, or employees of the project than require by the City
- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Southern California Association of Governments [SCAG])
- Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

In accordance with SB 743, "Transit priority areas" are defined as "an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program." A 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 of 15 minutes or less during the morning and afternoon peak commute periods." A High-Quality Transit Area or Corridor is a corridor with fixed-route bus service with service intervals no longer than 15 minutes during peak commute hours. Attachment A of this memorandum includes the Costa Mesa VMT Screening Map (Figure 1) of the *City Guidelines* and shows the Transit Priority Areas throughout the City.

Step 1 Project Evaluation & Finding: The Project is located within a Transit Priority Area per Figure 1 in the *City Guidelines* (see **Attachment A**). Additionally, the Project is consistent with the other requirements associated with this screening criteria. The Floor Area Ratio of the project is more than 0.75 and 103 parking spaces are proposed, which is fewer than required. The Project is consistent with the Sustainable Communities Strategy and does not replace any existing affordable residential units. Therefore, the Project meets the Screening Criteria based on Transit Priority Area which allows a determination of a less-than-significant impact on VMT, thus a project-specific VMT assessment is not required.

Step 2: Low VMT Area Screening

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 development projects may qualify for the use of screening if the project can reasonably be expected to generate VMT per service population that is similar to the existing land uses in the low VMT area. Figure 1 included in the *City Guidelines* shows the Low VMT Zones in the City.

Step 2 Project Evaluation & Finding: The Project is primarily residential in land use and is located within a Low VMT Zone per Figure 1 in the City Guidelines (see **Attachment A**). Therefore, the Project meets the Screening Criteria based on Low VMT Area which allows a determination of a less-than-significant impact on VMT, thus a project-specific VMT assessment is not required.

Step 3: Project Type Screening

Some project types have been identified as having the presumption of a less than significant impact. The following uses can be presumed to have a less than significant impact absent substantial evidence to the contrary as their uses are local serving in nature:

- Local-serving K-12 public school
- Local Parks
- Day care centers
- Local-serving retail uses less than 50,000 square feet, including:
 - Gas stations
 - Banks
 - Restaurants
 - Shopping centers
- Student housing projects on or adjacent to college campuses
- Local-serving assembly uses (places of worship, community organizations)
- Community institutions (public libraries, fire stations, community organizations)
- Assisted living facilities
- Senior housing (as defined by HUD)
- Projects generating less than 110 daily vehicle trips
 - To confirm whether a Project generates 110 daily trips or less, the analyst should consult with City Staff

Step 3 Project Evaluation: & Finding: As summarized in **Table 4** and outlined in the IGI trip generation memo, the Project is estimated to generate 25 net new daily trips, which is fewer than the 110 daily trip threshold. Therefore, the Project meets the Screening Criteria based on Project Type which allows a determination of a less-than-significant impact on VMT, thus a project-specific VMT assessment is not required.

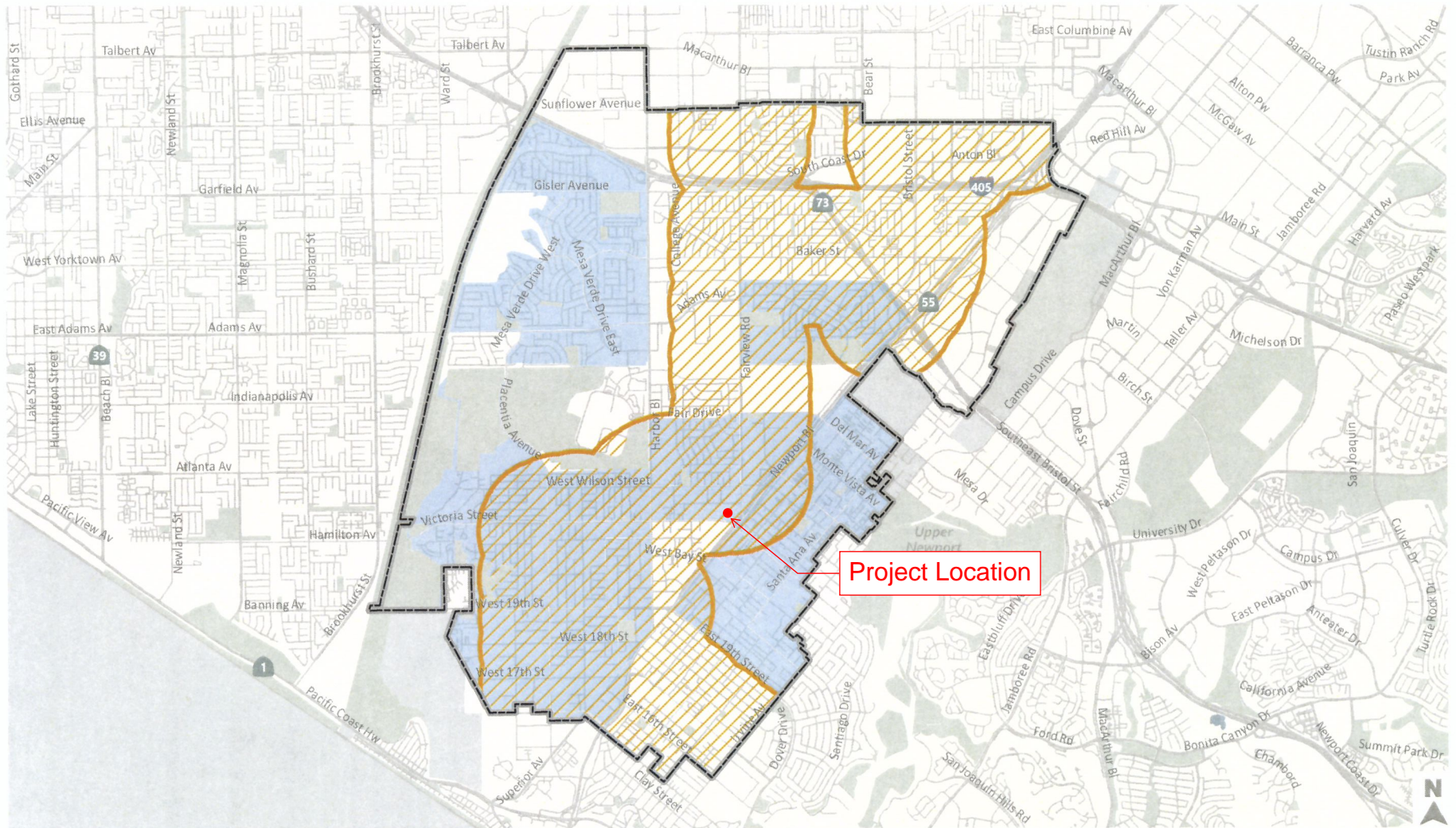
VMT Screening Conclusions

As shown in **Table 5**, the Project meets the VMT Screening Criteria outlined in the City’s Guidelines based on TPA, Low VMT Area, and Project Type. **Therefore, the project is presumed to result in a less-than-significant transportation impact under CEQA and a detailed VMT analysis is not required.**

Table 5: VMT Screening Summary

VMT Screening Criteria	Project Evaluation Result
Step 1: Transit Priority Area Screening	Meets Screening Criteria
Step 2: Low VMT Area Screening	Meets Screening Criteria
Step 3: Project Type Screening	Meets Screening Criteria

Attachment A – Transit & Low VMT Screening Map



-  City Boundary
-  Transit Priority Area
-  Low VMT Zone: Less Than 15% below City Average

Source: OCTAM Version 5, Base Year (2016), May, 2020

Figure 1

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