
To:	Phil Martin Phil Martin Associates	From:	Cathy Lawrence Stantec Consulting Services Inc. 38 Technology Drive Irvine, CA 92618
File:	2042548100	Date:	April 2, 2021

Reference: Valley Boulevard Multi-Family Residential Project CEQA Vehicle Miles Traveled Summary

The Valley Boulevard Multi-Family Residential Project (Project) was evaluated for local transportation impacts as detailed in *Valley Boulevard Multi-Family Residential Project Traffic Impact Study* dated April 26, 2019 prepared by Stantec Consulting Services Inc. (Stantec). That traffic impact analysis used level of service (LOS) methodology based on volume/capacity and vehicle delay calculations to determine peak hour intersection impacts. Senate Bill (SB) 743 has replaced LOS with “Vehicle Miles Traveled” (VMT) as the metric for identifying California Environmental Quality Act (CEQA) transportation impacts. This memorandum summarizes the potential CEQA VMT impacts of the Project consistent with SB 743.

Background

SB 743 establishes the thresholds for transportation impacts under CEQA, removing transportation LOS based on delay and congestion and replacing it with VMT. VMT refers to the amount of and distance of automobile travel in a day attributed to a development project. VMT is measured by multiplying the total vehicle-trips generated by a development project by the average distance of those trips.

Increased vehicle travel associated with development projects results in several undesirable consequences. Increased vehicle travel leads to increased greenhouse gases and poor air quality, leads to health issues such as chronic diseases (associated with poor air quality and reduced physical activity) and worse mental health, has negative effects on other road users such as pedestrians, cyclists, and transit users, results in more vehicle collisions, requires more infrastructure which increases impermeable surfaces (raising flood risks and polluting waterways) and loss of natural habitat, and increases interactions with nature leading to more collisions with wildlife. SB 743 attempts to diminish these undesirable outcomes by encouraging development that reduces vehicle travel.

The intention of SB 743 is to “promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.” VMT exceeding an applicable threshold of significance may indicate a significant impact. If a project is found to have a significant impact on VMT, the impact must be reduced by modifying the project VMT to an acceptable level and/or mitigating the impact through multimodal transportation improvements or establishing a Trip Cap.

A project could have a significant transportation impact on the environment if it:

- a) Conflicts with a plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle lanes, and pedestrian paths
- b) Conflicts or is inconsistent with CEQA Guidelines Section 15064.2, Subdivision (b)(1)
- c) Substantially increases hazards due to a geometric design feature or incompatible uses
- d) Results in inadequate emergency access.

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VMT Screening Criteria

Development projects can be determined to have a less than significant transportation impact if they meet certain screening criteria. The City of El Monte adopted a SB 743 policy through Resolution No. 10172. Resolution No. 10172 identifies screening criteria which presumes that residential, retail, office, or mixed use projects proposed within one-half mile of a major transit stop or an existing stop along a high-quality transit corridor are local serving in nature and will have a less-than-significant impact on VMT (Resolution No. 10172 Exhibit B).

A major transit stop refers to 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 evening peak commute periods. A high-quality transit corridor is defined as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

However, the presumption of less-than-significant impact may not be appropriate if the following criteria is met:

1. The project has a floor area ratio (FAR) of less than 0.75
2. The project includes more parking than required by the City
3. The project is inconsistent with the applicable Sustainable Communities Strategy
4. The project replaces affordable residential units with a smaller number of moderate- or high-income residential units

If any of these exceptions to the presumption might apply, the City should conduct a detailed VMT analysis to determine whether the project would exceed VMT thresholds.

Project VMT Screening Criteria Evaluation

The Project is located on the south side of Valley Boulevard at La Madera Avenue. Bus stops are located on both sides of Valley Boulevard at La Madera Avenue. Three fixed bus routes with an average headway of 9 minutes during the AM peak hour and 8 minutes during the PM peak hour serve these bus stops; therefore, Valley Boulevard is considered a high-quality transit corridor. Since the Project site is located on Valley Boulevard, the Project satisfies the condition that it is less than one-half mile from a high-quality transit corridor, namely Valley Boulevard. The following screening criteria apply to the Project:

1. The Project consists of 83 residential units with 1.017 FAR and 2,400 square feet of recreational community space with 1.916 FAR. The Project's FAR is not less than 0.75.
2. The Project would provide 191 parking spaces, 15 more than 176 parking spaces required by the current City Code. The Project would include more parking than required by the City.
3. Neither the City of El Monte nor the Metropolitan Planning Organization for the area, Southern California Association of Governments (SCAG), has determined that the Project is inconsistent with the applicable Sustainable Communities Strategy Plan (Connect SoCal). The Project is consistent with the "Focus Growth Near Destinations and Mobility Options" section of Chapter 3 of Connect SoCal.

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4. The Project is replacing a pre-owned vehicle dealership. The Project would not replace affordable housing units.

Since the Project would provide more parking than required by the City Code, the Project does not meet the screening criteria and is not presumed to have a less than significant impact on VMT. Therefore, the Project was evaluated based on the City's VMT criteria.

VMT Analysis

The City's threshold for development or land use projects is based on origin/destination per resident and home-based VMT per population using production/attraction. A significant impact would occur if the VMT for the project exceeds 15 percent below the baseline VMT. A significant cumulative project effect would occur if the project increases the total regional VMT compared to cumulative no project conditions. VMT reduction strategies are available to reduce a project's impact on the VMT. Tier 1 strategies consist of increasing development densities or providing affordable housing. Tier 2 strategies consist of improving multimodal infrastructure. Tier 3 strategies consist of limiting parking supplies and providing bike facilities. Tier 4 strategies consist of transportation demand management (TDM) programs.

San Gabriel Valley Council of Governments (SGVCOG) is the regional government planning agency for the area and has developed a baseline standard that determines significance CEQA thresholds for future land use projects. SGVCOG developed a web-based tool to allow member cities to determine if a proposed project would require a full VMT analysis based on the City's adopted CEQA criteria.

As a member city of SGVCOG, the City of El Monte uses the SGVCOG VMT analysis method. Using the SGVCOG web-based evaluation tool (the VMT Evaluation Tool Report is attached), the VMT baseline value for the residential component of the Project is 15.75 for the year 2021. The residential VMT threshold value is 15 percent below the baseline value which is 13.39. The residential VMT rate for the site without the Project is 12.45. For the recreational community center component of the Project, the commercial VMT baseline value is 35.02 and the threshold value without the Project is 29.77. The commercial VMT rate for the site is 23.43.

The Project does not provide Tier 1-3 VMT Reductions. Based on the analysis provided by the web-based evaluation tool, with the Project, the residential VMT rate is 12.45, and the commercial VMT rate is 23.43. Therefore, the residential and commercial VMT rates with the Project are below the thresholds, and the Project passes the low VMT screening analysis.

Conclusions

The Project passes the low VMT screening analysis and would have less-than-significant impact on VMT.

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Attachment: SGVCOG VMT Evaluation Tool Report

c. Keith Rutherford, Stantec

Design with community in mind

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Project Details

Timestamp of Analysis: February 19, 2021, 02:32:18 PM

Project Name: Valley Blvd Multi-Family

Project Description: 83 units2.4 TSF

Project Location

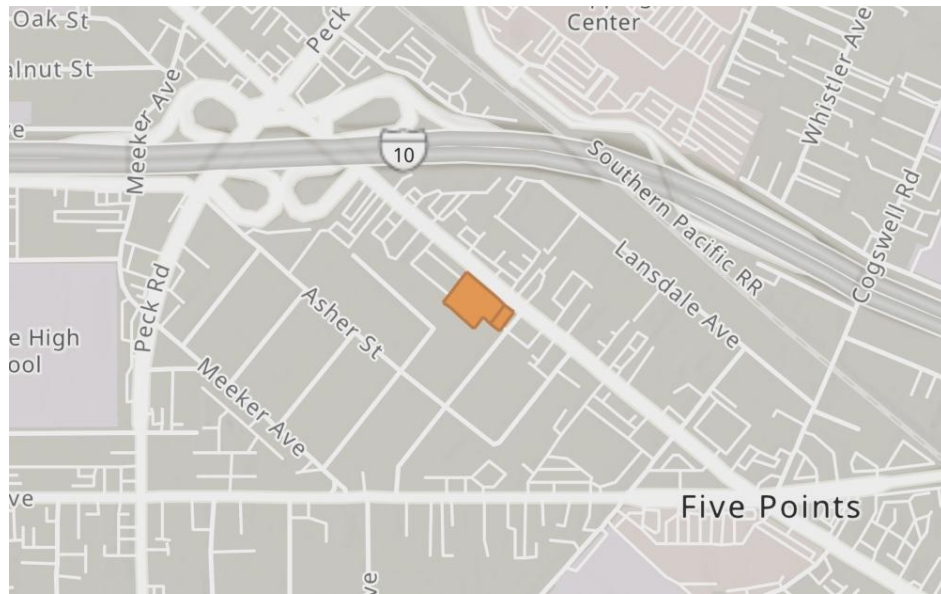
Jurisdiction:

El Monte

APN	TAZ
8566-021-010	22228100
8566-021-011	22228100

Inside a TPA?

Yes (Pass)



Analysis Details

Data Version: SCAG Regional Travel Demand Model
2016 RTP Base Year 2012

Analysis Methodology: TAZ

Baseline Year: 2021

Project Land Use

Residential:

Single Family DU:

Multifamily DU: 83

Total DUs: 83

Non-Residential:

Office KSF:

Local Serving Retail KSF: 2

Industrial KSF:

Residential Affordability (percent of all units):

Extremely Low Income: 0 %

Very Low Income: 0 %

Low Income: 0 %

Parking:

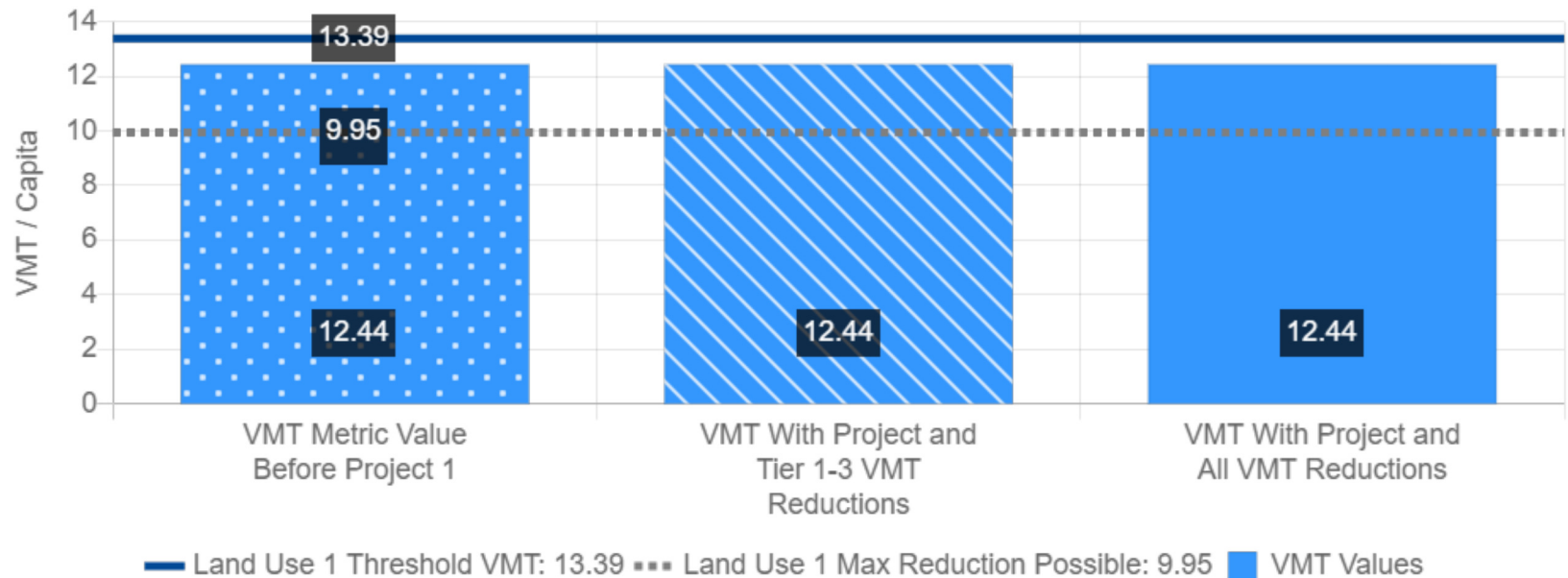
Motor Vehicle Parking: 191

Bicycle Parking:

Residential Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 1:	Residential
VMT Without Project 1:	Home-based VMT per Capita
VMT Baseline Description 1:	SGVCOG Average
VMT Baseline Value 1:	15.75
VMT Threshold Description 1:	-15%
Land Use 1 has been Pre-Screened by the Local Jurisdiction:	N/A

	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	12.44	12.44	12.44
Low VMT Screening Analysis	Yes (Pass)	Yes (Pass)	Yes (Pass)



Commercial Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 2:	Commercial
VMT Without Project 2:	Total VMT per Service Population
VMT Baseline Description 2:	SGVCOG Average
VMT Baseline Value 2:	35.02
VMT Threshold Description 2:	-15%
Land Use 2 has been Pre-Screened by the Local Jurisdiction:	N/A

	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	23.43	23.43	23.43
Low VMT Screening Analysis	Yes (Pass)	Yes (Pass)	Yes (Pass)

