Appendix J

Vehicle Miles Traveled (VMT) Analysis, March 2021

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Lincoln Colony Apartments
Vehicle Miles Traveled (VMT) Analysis

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1.0 PROJECT INTRODUCTION

The purpose of this report is to evaluate the project's VMT analysis requirements and compliance with Senate Bill 743 (SB 743) and The California Environmental Quality Act (CEQA).

1.1 PROJECT DESCRIPTION

The project is located on the southwest corner of Lincoln Avenue and Ohio Street in the City of Anaheim (the City). It is a redevelopment/infill project. The proposed project is a multifamily complex with 43 dwelling units at 60 units per acre.

Figure 1 shows the Project site plan.

1.2 SENATE BILL 743

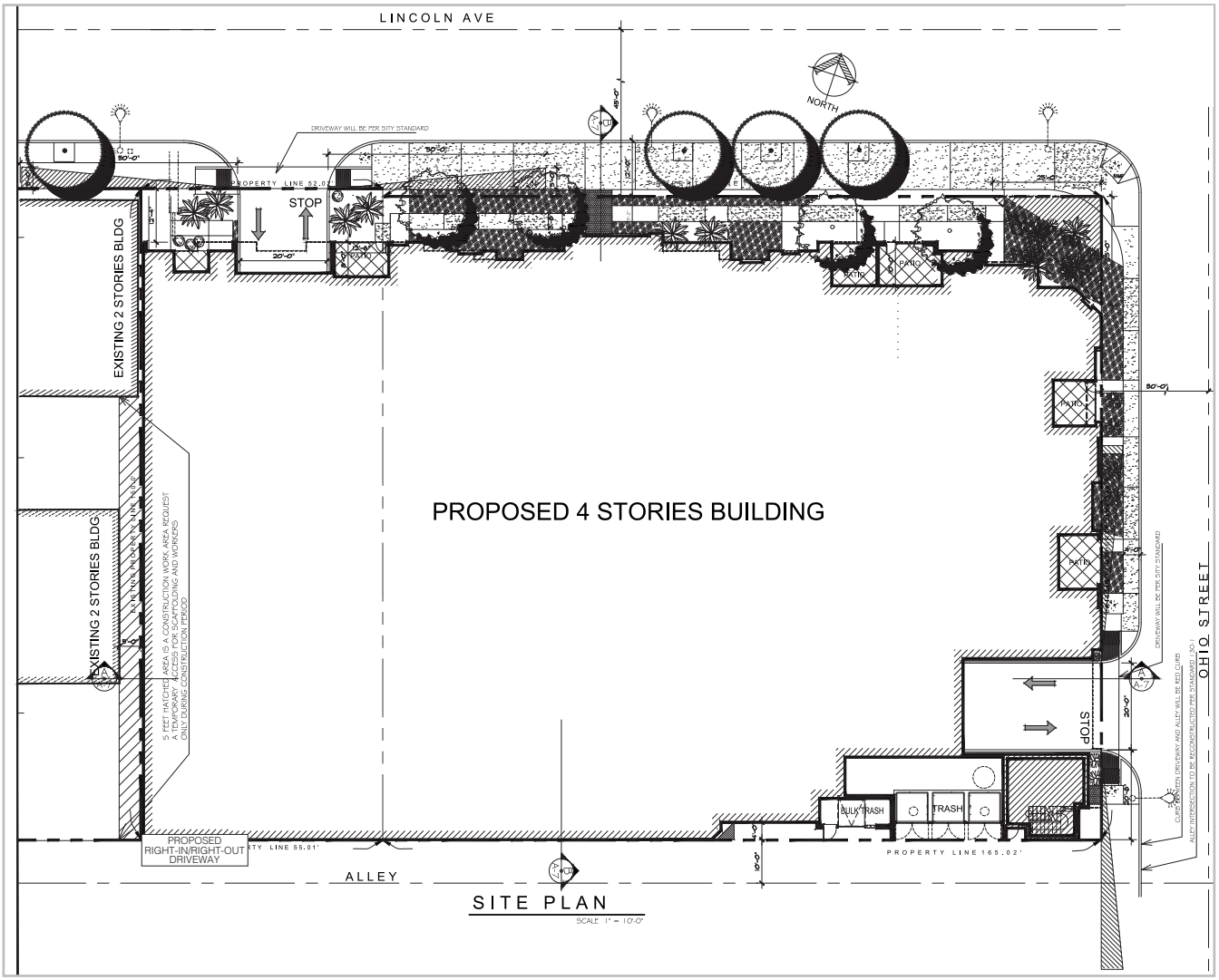
On September 27, 2013, SB 743 was signed into State law and started a process intended to fundamentally change transportation impact analysis as part of the CEQA compliance. The California Natural Resource Agency updated the CEQA transportation analysis guidelines in 2018. In this update automobile delay and LOS metrics are no longer to be used in determining transportation impacts. Instead VMT metrics will serve as the basis in determining impacts. Furthermore, the guidelines stated that after July 1, 2020, transportation analysis under CEQA must use Vehicle Miles Travelled (VMT) to determine impacts for land use projects.

1.3 GUIDANCE DOCUMENT

The project is within the jurisdiction of the City of Anaheim. The City has adopted guidance on evaluating VMT for transportation impacts under CEQA. For this project the City of Anaheim's "Traffic Impact Analysis Guidelines for California Environmental Quality Act Analysis", June 2020[1], hereafter referred to as Guidelines.

The Guidelines provide recommendations and guidance for performing VMT analysis including assessment methods and defining thresholds of significance in compliance of SB 743. This document will serve as the basis for the project VMT analysis.

[1] https://www.anaheim.net/DocumentCenter/View/32774/City-of-Anaheim-TIA-Guidelines-for-CEQA-Analysis-62020



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Lincoln Colony Apartments
Project Site Plan
Figure 1

2.0 ANALYSIS METHODOLGY

The following VMT analysis is based on the Guidelines.

2.1 SCREENING CRITERIA

The Guidelines recognize that certain projects based on type, location, size and other context could lead to a *presumption of less than significant* (i.e. the project's VMT would not cause a transportation impact) and would not need additional VMT analysis[2]. The Guidelines outline the following screening criteria:

1. *Transit Priority Areas Screening* – Project is within ½ mile radius of an existing major transit stop or an existing stop along a high-quality transit corridor may presumed to have less than significant transportation or VMT impacts under CEQA.
2. *Low VMT Generating Areas Screening* – Residential or Office projects in a low VMT generating area defined as generating 15% below the county average VMT per service population or less may presumed to be less than significant.
3. *Project Type Screening* – If the project meets certain criteria it may be presumed to be less than significant. Project types that may use this presumption include:
    a. Local-serving K-12 schools
    b. Pocket, neighborhood and community parks as defined by the General Plan
    c. Day care centers
    d. Local-serving retail uses less than 50,000 square feet[2]
    e. Student housing projects on or adjacent to college campuses
    f. Community and Religious Assembly Uses
    g. Public Services
    h. Local-serving community colleges that are consistent with the assumptions noted in the RTP/SCS
    i. Affordable or supportive housing
    j. Convalescent and Rest Homes
    k. Senior Housing (as defined by HUD)
    l. Projects generating less than 110 daily vehicle trips

2.2 VMT ANALYSIS

Projects that do not meet any of the screening criteria identified above, would need to perform a detailed VMT analysis per the Guidelines. The project would analyze "project generated VMT" and "project effects on VMT" for the project Traffic Analysis Zone(s) using the OCTAM travel forecast model for the following scenarios:

Baseline conditions
Baseline plus project
Cumulative no project
Cumulative plus project

[2] Additional requirements may apply, see City of Anaheim Guidelines.

2.2.1 VMT Metrics

For transportation impact analysis purposes, the City has chosen to use VMT per service population as the primary metric. The plus project scenarios would need to obtain the following metrics from the OCTAM travel forecast model:

1. Project-generated VMT per service population and comparing to the appropriate thresholds outlined in the Guidelines.
2. Citywide VMT per service population to evaluate the "project's effect on VMT" by comparing the cumulative plus project scenario to the cumulative without project scenario.

2.3 VMT THRESHOLDS

The Guidelines established the following VMT thresholds:

1. A project would result in a significant project-generated VMT impact if the baseline project- generated or cumulative project-generated VMT per service population exceeds 15% below the County of Orange baseline VMT per service population.
2. The project's effect on VMT would be considered significant if the baseline or cumulative link- level boundary Citywide VMT per service population increases under the plus project condition compared to the no project condition.

3.0 PROJECT ANALYSIS

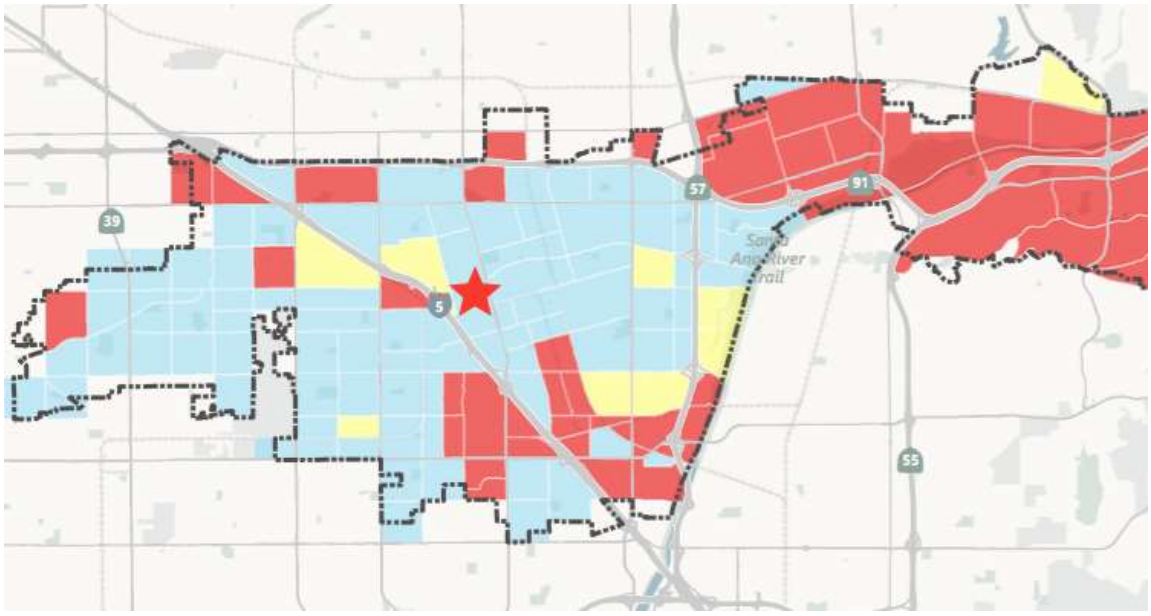
3.1 SCREENING CRITERIA ASSESSMENT

The proposed project is a multifamily complex with 43 dwelling units at 60 units per acre on the southwest corner of Lincoln Avenue and Ohio Street in the City. The potential screening criteria for the project based on the Guidelines are:

1. *Low VMT-Generating Areas Screening* – Residential or Office projects in a low VMT-generating area defined as generating 15% below the county average VMT per service population or less may presumed to be less than significant.

Low VMT Generating Areas Screening

Attachment B of the Guidelines provides a map of low VMT-generating areas. The approximate location of the project is shown below:



The project is within a low VMT-generating area, as shown above.

As a redevelopment/infill project and its similarity and complementary nature to surrounding mixed land uses located within OCTAM TAZ 313 which includes residential, institutional, commercial and retail land uses, it is expected that the project VMT generation to be similar to what currently exists. The project satisfies the Low VMT-Generating Area screening criteria per the Guidelines; **therefore, the project would be presumed to be less than significant for VMT impacts**. The picture below shows the location of the project and surrounding mixed land uses.



3.2 VMT ANALYSIS

As discussed in section 3.1, the project would qualify for screening under the Low VMT-Generating Area screening criteria. Therefore, the project would be presumed to be less than significant for VMT impacts and no additional VMT analysis is required per the Guidelines.

3.5 VMT IMPACT ASSESSMENT AND CONCLUSION

The proposed project is presumed to be less than significant for VMT impacts due to the proposed land use meeting at least one of the screening criteria outlined in Section 2.1. The project's VMT impact assessment for the proposed use is summarized in **Table 1**:

Table 1: Summary of VMT Impacts

Land Use Type	Proposed Uses	Impact	Commentary
Residential	43 DU	No	Meets Guidelines' Criteria for Low VMT-Generating Area