

Appendix G

VMT Analysis

DATE: May 23, 2023
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FROM: Alex So, Urban Crossroads, Inc.
JOB NO: 14454-02 VMT

MORNINGSTAR LOOP CONVENIENCE STORE AND GAS STATION VEHICLE MILES TRAVELED (VMT) SCREENING EVALUATION

Urban Crossroads, Inc. is pleased to provide the following Vehicle Miles Traveled (VMT) Screening Evaluation for the Morningstar Loop Convenience Store and Gas Station (**Project**), which is located southwest of Koon Street and Winchester Road, west of Pourroy Road in the County of Riverside.

PROJECT OVERVIEW

The proposed project is to consist of a gas station with a convenience store of 6,100 square feet (**SF**) and an automated car wash of 4,800 SF (See Attachment A).

BACKGROUND

The California Environmental Quality Act (CEQA) requires all lead agencies to adopt VMT as the measure for identifying transportation impacts for land use projects. To comply with CEQA, the County of Riverside developed and adopted their own Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled (December 2020) (**County Guidelines**) (1). This VMT screening evaluation has been developed based on the adopted City Guidelines.

VMT SCREENING

Consistent with County Guidelines, projects should evaluate available screening criteria based on their location and project type to determine if a presumption of a less than significant transportation impact can be made. The following screening criteria are listed in the County Guidelines, and those applicable to the proposed Project (highlighted in **bold**) were selected for further review:

- **Small Projects**
- **High Quality Transit Areas (HQTA)**
- **Local Serving Retail**
- Affordable Housing (not applicable)
- Local Essential Service (not applicable)
- Map-Based Screening (not applicable)

SMALL PROJECTS SCREENING

County Guidelines describes small projects as those with low trip generation (less than 110 daily trips) per existing CEQA exemptions or those forecasted to generate greenhouse gas (GHG) emissions below 3,000 Metric Tons of Carbon Dioxide Equivalent (MTCO_{2e}) per year.¹

The proposed Project is anticipated to generate more than 110 daily trips. Although the Project's size falls below the square footages that qualify for a small project less than 3,000 MTCO_{2e}, the Project's Air Quality study estimates the project generates more than 3,000 MTCO_{2e} per year.

Small Projects screening criteria is not met.

HIGH QUALITY TRANSIT AREAS (HQTA) SCREENING

Projects located within a Transit Priority Area (TPA) (i.e., within ½ mile of an existing "major transit stop"² or an existing stop along a "high-quality transit corridor"³) 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.

The Project is not located within ½ mile of an existing major transit stop, or along a high-quality transit corridor.

HQTA screening criteria is not met.

¹ County Guidelines; Page 19.

² 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.").

³ 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.").

LOCAL SERVING RETAIL SCREENING

County Guidelines states that local serving retail projects less than 50,000 square feet may be presumed to have a less than significant impact without substantial evidence to the contrary. In addition to local serving retail, other types of local serving uses (e.g., day care centers, non-destination hotels, affordable housing, places of worship, etc.) may also be presumed to have a less than significant impact as their uses are local serving in nature and tend to have shorter vehicle trips. The Project, as intended, is to provide retail service that would serve nearby residents and the local community; that would otherwise have to travel further distances to seek the services provided by the Project.

Local Serving Retail screening criteria is met.

CONCLUSION

In summary, the Project meets the Local Serving screening criteria and is therefore presumed to have a less than significant VMT impact; no additional VMT analysis is required.

If you have any questions, please contact me directly at aso@urbanxroads.com.

REFERENCES

1. **County of Riverside.** *Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled.*
County of Riverside : s.n., December 2020.

ATTACHMENT A
PRELIMINARY SITE PLAN

