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PATTERSON AND HARVILL WAREHOUSE (PPT220026) VEHICLE MILES TRAVELED (VMT) SCREENING EVALUATION

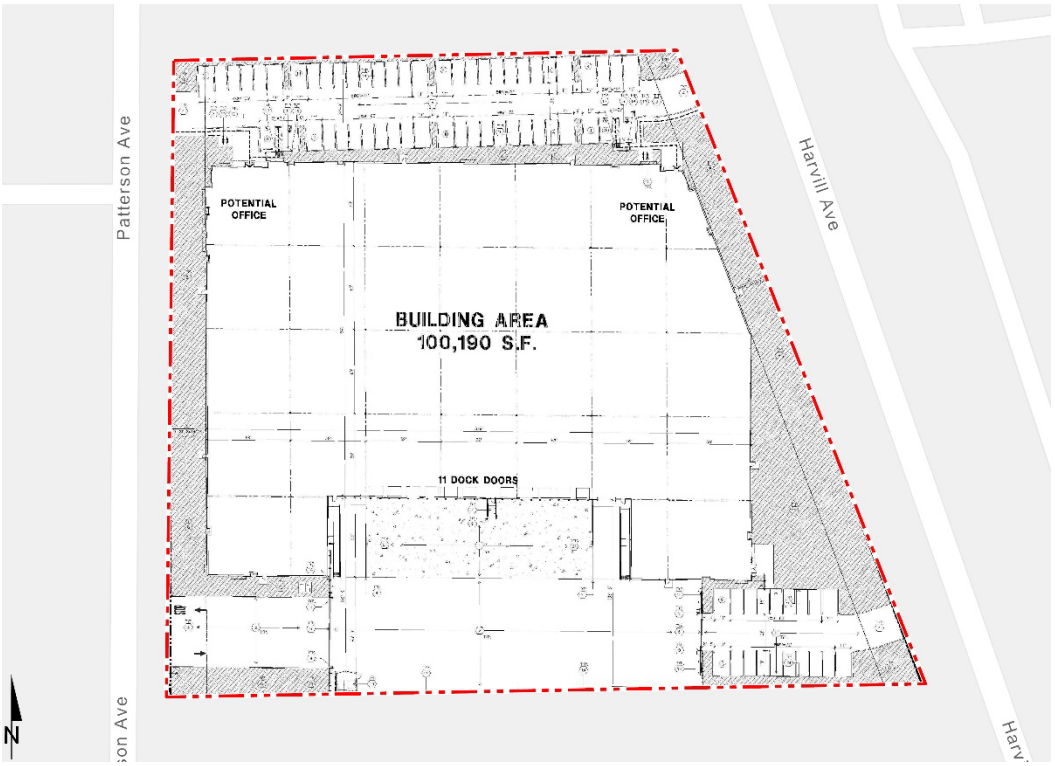
Ms. Connie Anderson,

Urban Crossroads, Inc. is pleased to provide the following Vehicle Miles Traveled (VMT) Screening Evaluation for the Patterson and Harvill Warehouse development (**Project**) generally located east of Patterson Avenue and west of Harvill Avenue in the County of Riverside.

PROJECT OVERVIEW

The Project is proposed to consist of 112,520 square foot warehouse. Preliminary site plan can be found on 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 County of Riverside has recently adopted their Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled (December of 2020) (**County Guidelines**) (2). The adopted County Guidelines have been utilized to prepare this VMT analysis.

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 project screening thresholds were selected for review based on their applicability to the proposed Project:

- Small Projects Screening
- High Quality Transit Areas (HQTA) Screening
- Map-Based Screening

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

SMALL PROJECTS SCREENING

The County Guidelines identify projects that generate fewer than 110 daily vehicle trips are presumed to have a less than significant impact absent substantial evidence to the contrary. Trips generated by the Project's proposed land uses have been estimated based on trip generation rates collected by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, 2021 (3). The proposed Project is anticipated to generate 182 daily vehicle trips exceeding 110 daily vehicle trips threshold (See Attachment A).

County Guidelines also identify those projects forecast to generate greenhouse gas (GHG) emissions below 3,000 Metric Tons of Carbon Dioxide Equivalent ($MTCO_2e$) per year are also assumed to cause a less than significant VMT impact.[1] The County Guidelines provides a list of land use types based on quantity (i.e., dwelling units or square footage) and provides a typical development potential to be below the 3,000 $MTCO_2e$ per year. For a warehouse, 208,000 square feet and below and a general light industrial building 179,000 square feet and below has also been identified to meet the County threshold.[2] The proposed Project intends to develop a

[1] County Guidelines; Page 19.
[2] County Guidelines; Page 42, Table 1

112,520 square foot building and would therefore be below the 3,000 $MTCO_2e$ threshold for a warehouse or a general light industrial building.

Small Projects screening criteria is 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"[3] or an existing stop along a "high-quality transit corridor"[4]) 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 (See Attachment A).

HQTA screening criteria is not met.

MAP-BASED SCREENING

The Technical Advisory consistent with the County Guidelines note that "residential and office projects that locate in areas with low VMT, and that incorporate similar features (i.e., density, mix of uses, transit accessibility), will tend to exhibit similarly low VMT."[5] County Guidelines also state that the use of map-based screening for low VMT generating areas is also applicable for other employment uses such as the Project's industrial development. Urban Crossroads has obtained a VMT data table from County Staff for all TAZs within Riverside County that identifies VMT per capita and VMT per employee for the purposes of identifying of low VMT areas. The data utilizes the sub-regional Riverside Transportation Analysis Model (RIVTAM) to measure baseline VMT performance for individual TAZ's and a comparison was made to the applicable impact threshold (e.g., VMT per employee for office or industrial land uses and VMT per capita for residential land uses). Utilizing the Western Riverside Council of Governments (WRCOG) Screening tool, the parcel of the Project was identified. Once identified, the Project's TAZ was derived from the WRCOG screening tool, the Project resides in TAZ 3,711. The County's data table identifies the Project's

[3] 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.").
[4] 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.").
[5] Technical Advisory; Page 12

TAZ 3,711 to generate 14.45 VMT per employee. Whereas the County regional threshold is 14.2 VMT per employee[6]. The Project is not located in a low VMT area.

Map-Based screening criteria is not met.

CONCLUSION

In summary, the Project was found to meet the Small Projects screening criteria. The project is found to have a less than significant impact on VMT; no further VMT analysis is required.

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

Respectfully submitted,

URBAN CROSSROADS, INC.



Alexander So
Senior Associate

[6] County Guidelines; Page 22

REFERENCES

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

ATTACHMENT A
PROJECT TRIP GENERATION

TABLE 1: TRIP GENERATION RATES

Land Use[1]	Units[2]	ITE LU Code	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Actual Vehicle Trip Generation Rates									
Warehousing[3]	TSF	150	0.131	0.039	0.170	0.050	0.130	0.180	1.710
Passenger Cars (AM=88.2%, PM=83.3%, Daily=64.9%)			0.120	0.030	0.150	0.034	0.116	0.150	1.110
2-Axle Trucks (AM=1.97%, PM=2.79%, Daily=5.86%)			0.002	0.001	0.003	0.003	0.002	0.005	0.100
3-Axle Trucks (AM=2.44%, PM=3.46%, Daily=7.27%)			0.002	0.002	0.004	0.003	0.003	0.006	0.124
4+-Axle Trucks (AM=7.39%, PM=10.45%, Daily=21.97%)			0.007	0.006	0.013	0.010	0.009	0.019	0.376
High-Cube Cold Storage Warehouse[3]	TSF	157	0.085	0.025	0.110	0.034	0.086	0.120	2.120
Passenger Cars (AM-72.7%, PM-75.0%, Daily-64.6%)			0.076	0.004	0.080	0.019	0.071	0.090	1.370
2-Axle Trucks (AM-9.5%, PM-8.7%, Daily-12.3%)			0.003	0.007	0.010	0.005	0.005	0.010	0.260
3-Axle Trucks (AM-3.0%, PM-2.8%, Daily-3.9%)			0.001	0.002	0.003	0.002	0.001	0.003	0.083
4+-Axle Trucks (AM-14.8%, PM-13.6%, Daily-19.2%)			0.005	0.011	0.016	0.008	0.008	0.016	0.407

[1] Trip Generation & Vehicle Mix Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).

[2] TSF = thousand square feet

[3] Truck Mix: South Coast Air Quality Management District's (SCAQMD) recommended truck mix, by axle type.
Normalized % - Without Cold Storage: 16.7% 2-Axle trucks, 20.7% 3-Axle trucks, 62.6% 4-Axle trucks.
Normalized % - With Cold Storage: 34.7% 2-Axle trucks, 11.0% 3-Axle trucks, 54.3% 4-Axle trucks.

TABLE 2: TRIP GENERATION SUMMARY

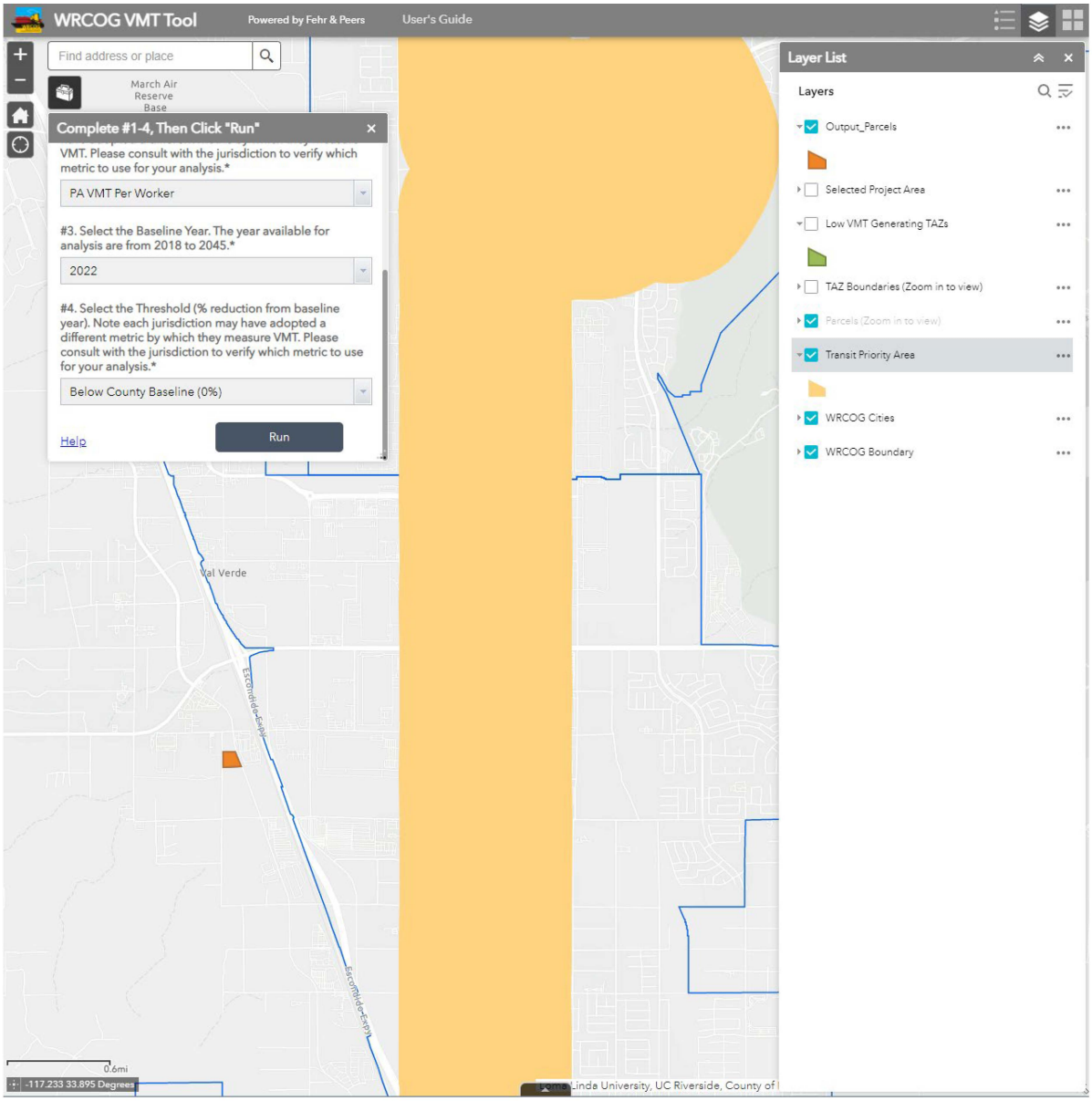
Land Use	Quantity	Units[1]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Actual Vehicles:									
Warehousing	80.152	TSF							
Passenger Cars:			10	2	12	3	9	12	90
2-axle Trucks:			0	0	0	0	0	0	8
3-axle Trucks:			0	0	0	0	0	0	10
4+-axle Trucks:			1	0	1	1	1	2	30
Total Truck Trips (Actual Vehicles):			1	0	1	1	1	2	48
Total Trips (Actual Vehicles)[2]			11	2	13	4	10	14	138
High-Cube Cold Storage	20.038	TSF							
Passenger Cars:			2	0	2	0	1	1	28
2-axle Trucks:			0	0	0	0	0	0	6
3-axle Trucks:			0	0	0	0	0	0	2
4+-axle Trucks:			0	0	0	0	0	0	8
Total Truck Trips (Actual Vehicles):			0	0	0	0	0	0	16
Total Trips (Actual Vehicles)[2]			2	0	2	0	1	1	44
Passenger Cars			12	2	14	3	10	13	118
Trucks			1	0	1	1	1	2	64
Total Trips (Actual Vehicles)[2]			**13**	**2**	**15**	**4**	**11**	**15**	**182**

[1] TSF = thousand square feet

[2] Total Trips = Passenger Cars + Truck Trips.

ATTACHMENT B

HQTA MAP


WRCOG VMT Tool
Powered by Fehr & Peers
User's Guide
Find address or place
March Air Reserve Base
Complete #1-4, Then Click "Run"
VMT. Please consult with the jurisdiction to verify which metric to use for your analysis.*
PA VMT Per Worker
#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
Layer List
Layers
Output_Parcels
Selected Project Area
Low VMT Generating TAZs
TAZ Boundaries (Zoom in to view)
Parcels (Zoom in to view)
Transit Priority Area
WRCOG Cities
WRCOG Boundary
Val Verde
0.6mi
-117.233 33.895 Degrees