

Appendix J
Park Lane Homes Vehicle Miles Traveled Screening Assessment
(Available on the city website)

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ABODE PARK LANE HOMES VEHICLE MILES TRAVELED (VMT) SCREENING ASSESSMENT

Mr. Daniel Porras,

Urban Crossroads, Inc. is pleased to provide the following Vehicle Miles Traveled (VMT) Screening Assessment for the Abode Park Lane Homes development (Project), which is located north of Park Lane and east of Palm Drive in the City of Desert Hot Springs.

PROJECT OVERVIEW

The project consists of 167 affordable dwelling units and an early childcare center accommodating 66 students. A preliminary site plan is shown on Exhibit 1.

Trips generated by the Project's proposed land uses have been estimated based on trip generation statistics published in the Institute of Transportation Engineers (ITE) *Trip Generation* (11th Edition, 2021) manual for the proposed land uses (ITE 223 – Affordable Housing based on General Urban/Suburban Dwelling Units and ITE 565 – Day Care Center) are utilized. Table 1 presents the trip generation rates and the resulting trip generation summary for the proposed Project.

As shown in Table 1, the Project is anticipated to generate 937 external vehicle trip-ends per day with 85 external AM peak hour trips and 103 external PM peak hour trips.

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 City of Desert Hot Springs utilizes the Riverside County adopted analytical procedures, screening tools, and impact thresholds for VMT, which are documented in their Transportation Analysis Guidelines for Level of Service, Vehicle Miles Traveled (December 2020) (**County Guidelines**) (1). The adopted County Guidelines were used to prepare this VMT screening assessment.

EXHIBIT 1: PRELIMINARY SITE PLAN

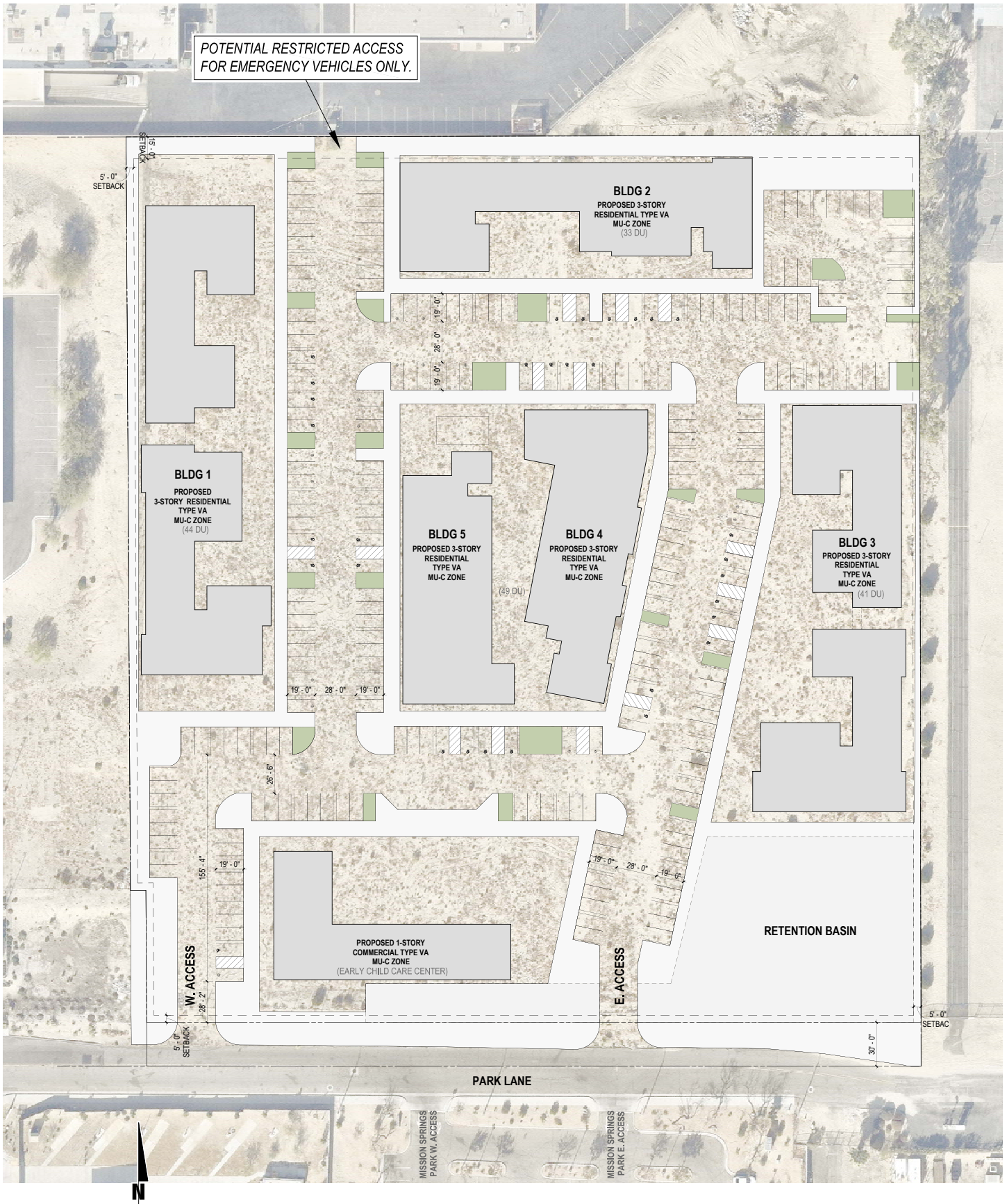


TABLE 1: PROJECT TRIP GENERATION SUMMARY

Trip Generation Rates ¹									
Land Use	ITE LU Code	Quantity ²	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Affordable Housing	223	167 DU	0.10	0.26	0.36	0.27	0.19	0.46	4.81
Early Child Care Center	565	66 STU	0.41	0.37	0.78	0.37	0.42	0.79	4.09

Trip Generation Results									
Land Use	ITE LU Code	Quantity ²	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Affordable Housing	223	167 DU	17	43	60	45	32	77	803
<i>Internal Capture</i>			(6)	(7)	(13)	(7)	(6)	(13)	(68)
Early Child Care Center	565	66 STU	27	24	51	24	28	52	270
<i>Internal Capture</i>			(7)	(6)	(13)	(6)	(7)	(13)	(68)
Project Subtotal			44	67	111	69	60	129	1,073
<i>Internal Capture</i>			(13)	(13)	(26)	(13)	(13)	(26)	(136)
TOTAL WITH PASS-BY			31	54	85	56	47	103	937

¹ Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 11th Edition (2021).

² STU = Students; DU = Dwelling Units

VMT SCREENING ASSESSMENT

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 (HQTAs) Screening
- Affordable Housing Screening
- Local Essential Service
- Map-Based Screening

SMALL PROJECTS SCREENING

County Guidelines identify those projects forecasted to generate greenhouse gas (GHG) emissions below 3,000 Metric Tons of Carbon Dioxide Equivalent (MTCO₂e) 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 MTCO₂e per year. For low-rise multi-family housing, 147 or fewer dwelling units are presumed to cause a less than significant impact. In addition, the total external trip generation for the Project is 937 ADT, of which 202 ADT is related to the day care facility.

Small Projects screening criteria is not met.

HIGH QUALITY TRANSIT AREAS (HQTAs) 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. The Project is not located within ½ mile of an existing major transit stop, or along a high-quality transit corridor.

In addition, 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);

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.”).

- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization).

HQTA screening criteria is not met.

AFFORDABLE HOUSING SCREENING

County Guidelines indicate that lower income residents make fewer trips on average, resulting in lower VMT overall. Residential projects with a high percentage of affordable housing are presumed to cause a less than significant impact.

Affordable Housing screening criteria is met for residential use.

LOCAL ESSENTIAL SERVICE SCREENING

County Guidelines indicate that the introduction of new local essential services shortens non-discretionary trips by putting those goods and services closer to residents, resulting in lower VMT overall. Day care centers are presumed to cause a less than significant impact.

Local Essential Service screening criteria is met for day care use.

MAP BASED SCREENING

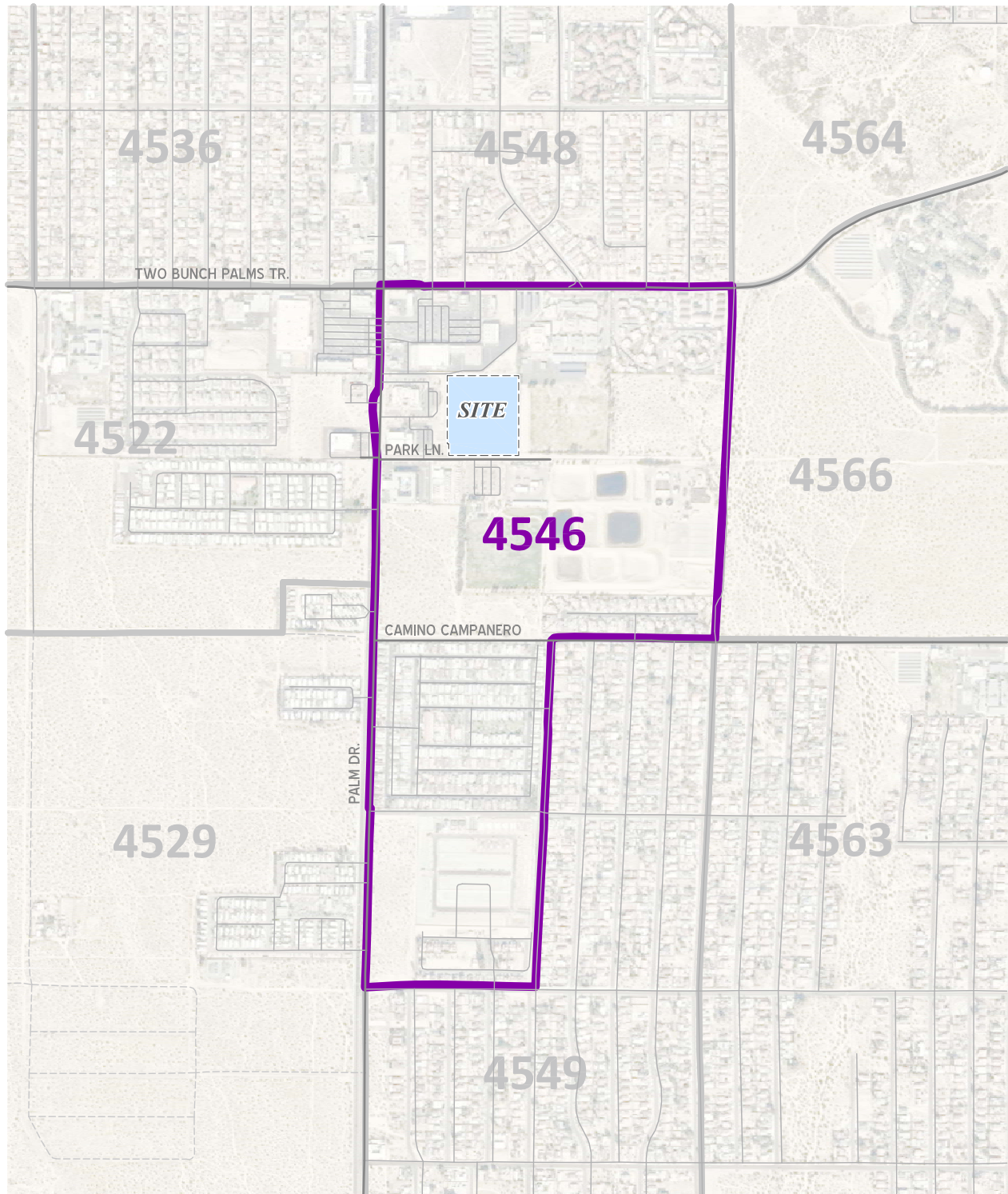
Map based or low VMT area Screening eliminates the need for complex analyses by allowing existing VMT data to serve as a basis for screening. Map-based screening is performed for residential and office developments, per the County Guidelines. A Project is presumed to have a less-than-significant impact if the area of development is under the threshold as shown on the screening map.

Map-based screening is performed using the map titled: RIVTAM Model (2012) Daily Residential Home Based VMT per Capita Comparison to Riverside County Average, which indicates it is based upon the County average. The map utilizes the sub-regional Riverside Transportation Analysis Model (RIVTAM) to measure current VMT performance within individual TAZ's and compares them to the applicable impact threshold (e.g., VMT per capita for residential land uses). The County Guidelines define VMT per Capita as the sum of VMT for personal motorized trips made by all persons residing in a residential development project, divided by the total population at the project.



Exhibit 2 shows the Project area combined with an overlay of the RIVTAM Traffic Analysis Zones (TAZs). The Project is located within RIVTAM TAZ 4546. TAZ 4546 experiences 13.40 VMT / Capita. The Project TAZ residential VMT / Capita is less than the County average of 15.2 VMT / Capita. The residential portion of the Project is eligible to be screened out based on map-based screening criteria.

Map Based screening criteria is met for residential use.

EXHIBIT 2: RIVTAM TRAFFIC ANALYSIS ZONES (TAZ)



LEGEND:

-  = RIVTAM TAZ BOUNDARY (PROJECT AREA)
-  = PROJECT SITE



CONCLUSION

In summary, the Project was evaluated consistent with available screening criteria as presented in the County Guidelines. The VMT screening threshold was met for affordable housing and map based screening (for residential uses) and local essential service (for day care use) and no further VMT analysis is necessary.

If you have any questions, please contact us at jkain@urbanxroads.com for John or mwhiteman@urbanxroads.com for Marlie.

Respectfully submitted,

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REFERENCES

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