

Appendix I

Vehicle Miles Traveled (VMT) Screening Evaluation

TECHNICAL MEMORANDUM

DATE: April 29, 2025
TO: Greg Martin, Rincon Consultants, Inc.
FROM: Alex So, Urban Crossroads, Inc.
JOB NO: 16435-02 VMT

SUBJECT: 1501 DEL NORTE STREET RESIDENTIAL VEHICLE MILES TRAVELED (VMT) SCREENING EVALUATION

Urban Crossroads, Inc. has completed the following Vehicle Miles Traveled (VMT) Screening Evaluation for the 1501 Del Norte Street Residential (Project) located in the City of West Covina.

PROJECT OVERVIEW

The Project involves the demolition of the existing buildings and structures on site followed by construction of 34 single-family detached homes and 248 attached townhomes, for a total of 282 dwelling units. The project site is 13.56 acres, of which 13.19 acres would be developed for residential uses, and the additional 0.37 acres would be converted and used as an extension and dedication of Del Norte Street from its current terminus east to Sunset Avenue. The Project site plan is included in 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. The VMT screening evaluation presented in this report has been developed based on the adopted City of West Covina City Resolution No. 2020-57 (June 2020) (**City Guidelines**) (1).

VMT SCREENING

The City Guidelines recommends standardized VMT screening methods that can be used to identify when a proposed land use project is anticipated to result in a less than significant VMT impact thereby eliminating the need to conduct a full model-based analysis. The San Gabriel Valley Council of Governments (SGVCOG) provides a VMT screening tool (**Screening Tool**) to assist with conducting VMT screening for individual land use projects. The Screening Tool is designed to assist in screening and estimating project-generated VMT for certain types of land use projects in the San Gabriel Valley and its member agencies. The City's screening methods are listed below, and a land use project need only meet one of the screening criteria to result in a less than significant impact:

- Transit Priority Area (TPA) Screening
- Low VMT Area Screening
- Project Type Screening
- Affordable Housing Screening

TRANSIT PRIORITY AREA (TPA) SCREENING

Consistent with City Guidelines, projects located within a Transit Priority Area (TPA) (i.e., within ½ mile of an existing “major transit stop”¹ or an existing stop along a “high-quality transit corridor”²) 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 meets the following sub criteria:

- 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 City;
- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Southern California Association of Governments [SCAG]); or
- Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

Based on the Screening Tool results included in Attachment B, the Project is located within a TPA. As such, the applicable TPA sub-criteria will be reviewed to determine consistency with the City’s VMT screening approach.

- The Project proposes to develop a total of 461,687 square feet of inhabitable living space on 13.19 acres. This results in an estimated FAR of 0.8, which meets the City’s minimum FAR requirement.
- The Project includes a reduction in parking requirements below those outlined in the West Covina Municipal Code, as permitted under the Specific Plan provisions.
- The Project consists of residential uses located on parcels with a zoning designation that is also identified as residential and is consistent with the City’s future development plans and the applicable Sustainable Communities Strategy.
- The Project does not propose to replace any existing residential units.

The Project is located within a TPA and meets all sub-criteria associated with the City’s TPA screening requirements.

TPA Screening criteria is met.

LOW VMT AREA SCREENING

The City Guidelines state that projects that have a VMT per service population (population and employees) 15% below the baseline Citywide VMT per service population are presumed to have a less than significant impact. The parcels containing the proposed Project were selected and the Screening Tool was run for VMT per Service Population (i.e., population and employment) measure of VMT. The Project’s transportation analysis zone (TAZ) 22306300 was found to generate 25.5 VMT per service population, whereas the Citywide baseline VMT per service population is 31.8 VMT per service population and a 15% below baseline threshold of 27.1 VMT per service population.

¹ 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.”)

² 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.”)

Based on the Screening Tool results presented in Attachment B, the Project is located within a low VMT generating area.

Low VMT Area Screening criteria is met.

PROJECT TYPE SCREENING

As directed by the City Guidelines, local serving retail with buildings less than 50,000 square feet and other local serving essential services (e.g., day care centers, public schools, medical/dental office buildings, etc.) are presumed to have a less than significant VMT impact. In addition, City Guidelines recognize projects generating less than 110 daily trips, as having a less than significant impact on VMT.

The Project does not intend to develop any local serving retail, local essential services, nor is it expected to generate less than 110 daily trips.

Project Type Screening criteria is not met.

AFFORDABLE HOUSING SCREENING

The City Guidelines state residential or mixed-use development projects with units that are deed-restricted, income-qualified housing can be presumed to have a less-than-significant transportation impact and would not require a detailed VMT analysis. The Project is not proposing any income-qualified units.

Affordable Housing Screening criteria is not met.

CONCLUSION

Based on our preliminary review of applicable VMT screening thresholds as recommended by the SGVCOG, the Project would meet the **TPA Screening and Low VMT Area** screening criteria. The Project is presumed to have a less than significant VMT impact; no further VMT analysis is required.

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

REFERENCES

1. **City of West Covina. ADOPTING "VEHICLE MILES TRAVELED" THRESHOLDS OF SIGNIFICANCE FOR PURPOSES OF ANALYZING TRANSPORTATION IMPACTS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.** June 2020.

**ATTACHMENT A:
PROJECT SITE PLAN**



ATTACHMENT B
SGVCOG SCREENING TOOL RESULTS

Project Details

Timestamp of Analysis: May 15, 2024, 01:34:22 PM

Project Name: 1501 Del Norte

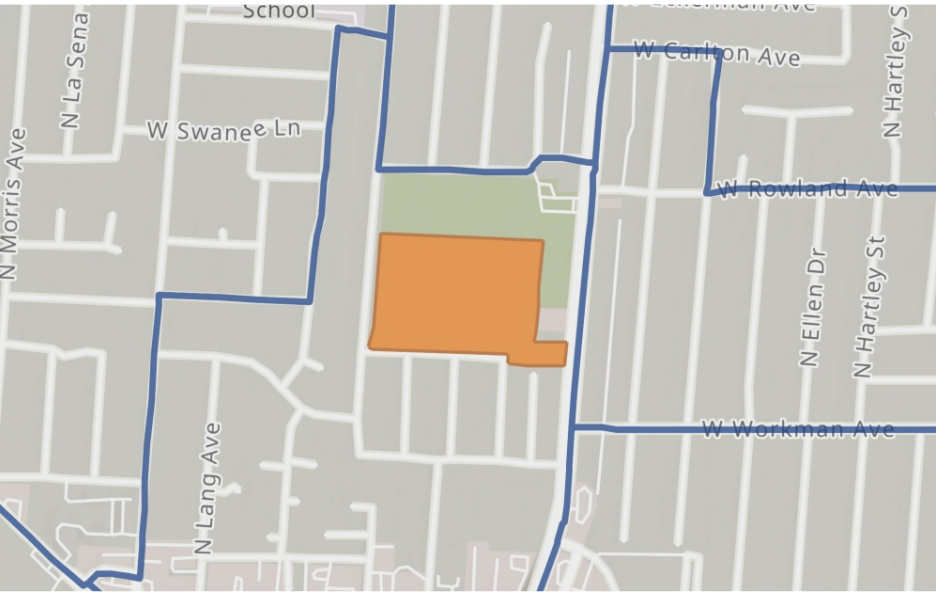
Project Description: 338 multi-family residential

Project Location

jurisdiction:	apn	TAZ
West Covina	8458-020-901	22306300

Inside a TPA?

No (Fail)



Analysis Details

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

Analysis Methodology: TAZ

Baseline Year: 2024

Project Land Use

Residential:

Single Family DU:

Multifamily DU:

Total DUs: 0

Non-Residential:

Office KSF:

Local Serving Retail KSF:

Industrial KSF:

Residential Affordability (percent of all units):

Extremely Low Income: 0 %

Very Low Income: 0 %

Low Income: 0 %

Parking:

Motor Vehicle Parking:

Bicycle Parking:

Residential Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 1:	Residential
VMT Without Project 1:	Total VMT per Service Population
VMT Baseline Description 1:	SGVCOG Average
VMT Baseline Value 1:	34.66
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	27.2	null	null
Low VMT Screening Analysis	Yes (Pass)	null	null

