

TECHNICAL MEMORANDUM

DATE: June 27, 2025
TO: Brandon Roth, Stratham Homes
FROM: Alex So, Urban Crossroads, Inc.
JOB NO: 13448-03 VMT

SUBJECT: SUMNER PLACE VEHICLE MILES TRAVELED (VMT) SCREENING EVALUATION

Urban Crossroads, Inc. has completed the following Vehicle Miles Traveled (VMT) Screening Evaluation for the Sumner Place (Project), which is on the southeast corner of Sumner Avenue and Schleisman Road in the City of Eastvale.

PROJECT OVERVIEW

The Project is proposed to consist of 159 attached single-family townhomes. A Project site plan can be found in Attachment 1.

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 analysis presented in this report has been developed based on the adopted City of Eastvale Traffic Impact Analysis Guidelines (November 2020) (**City Guidelines**) (1). This evaluation is based on the City's adopted guidelines.

VMT SCREENING

The City's Guidelines list 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 model based VMT analysis. The City Guidelines note that the City of Eastvale utilizes the Western Riverside Council of Governments (WRCOG) VMT Screening Tool (Screening Tool) for purposes of VMT screening. The Screening Tool is designed to assist in screening and estimating project-generated VMT for certain types of land use projects in the WRCOG and its member agencies. The City of Eastvale VMT screening methods are listed below, and a land use project need only to meet one of the screening criteria to result in a less than significant impact:

- Step 1: Transit Priority Areas (TPA) Screening
- Step 2: Low VMT Area Screening
- Step 3: Project Type Screening

STEP 1: TRANSIT PRIORITY AREAS (TPA) SCREENING

Consistent with guidance identified in the City Guidelines, projects located within a Transit Priority Area (TPA) or High-Quality Transit Area (HQTa) (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:

- Has a Floor Area Ratio (FAR) of less than 0.75;
- 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.

Based on the Screening Tool results (see Attachment 2), the Project is not located in a TPA.

TPA screening criteria is not met.

STEP 2: LOW VMT AREA SCREENING

As stated in the City Guidelines, residential and office projects that are located in areas with low VMT and that incorporate similar features (density, mix of uses, and transit accessibility) will tend to exhibit similarly low VMT. The Screening Tool uses the sub-regional Riverside County Transportation Model (RIVCOM) travel forecasting model to measure VMT performance in individual traffic analysis zones (TAZ’s) within the region.

The Project's physical location was entered into the Screening Tool to determine its TAZ VMT in comparison to the County of Riverside General Plan Buildout. The parcels containing the proposed project were selected, and the Screening Tool was used to analyze VMT per capita. According to the results in Attachment 2, Project TAZ 619 generates 13.4 VMT per capita, which is below the City’s threshold of 17.3 VMT per capita. Therefore, Project TAZ 619 is classified as being in a low VMT area.

Low VMT Area screening criteria is met.

STEP 3: PROJECT TYPE SCREENING

The City Guidelines identify that local serving retail uses less than 50,000 square feet and local essential services (e.g., local parks, day care centers, public schools, etc.) are presumed to have a less than significant impact absent substantial evidence to the contrary. The Project does not include any local serving uses.

In addition, the City Guidelines also consider projects generating fewer than 110 daily vehicle trips may be presumed to have a less than significant impact. A Project of this type and size is expected to generate trips that exceed the 110 daily vehicle trip threshold.

Project Type Screening Criteria is not met.

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.”).

CONCLUSION

The Project must meet at least one of the screening criteria outlined in the City Guidelines to be presumed to have a less than significant VMT impact. Based on our review of the City's VMT screening steps, the Project satisfies the Low VMT Area screening criteria. As a result, it is considered to have a less than significant VMT impact, and no further VMT analysis is required.

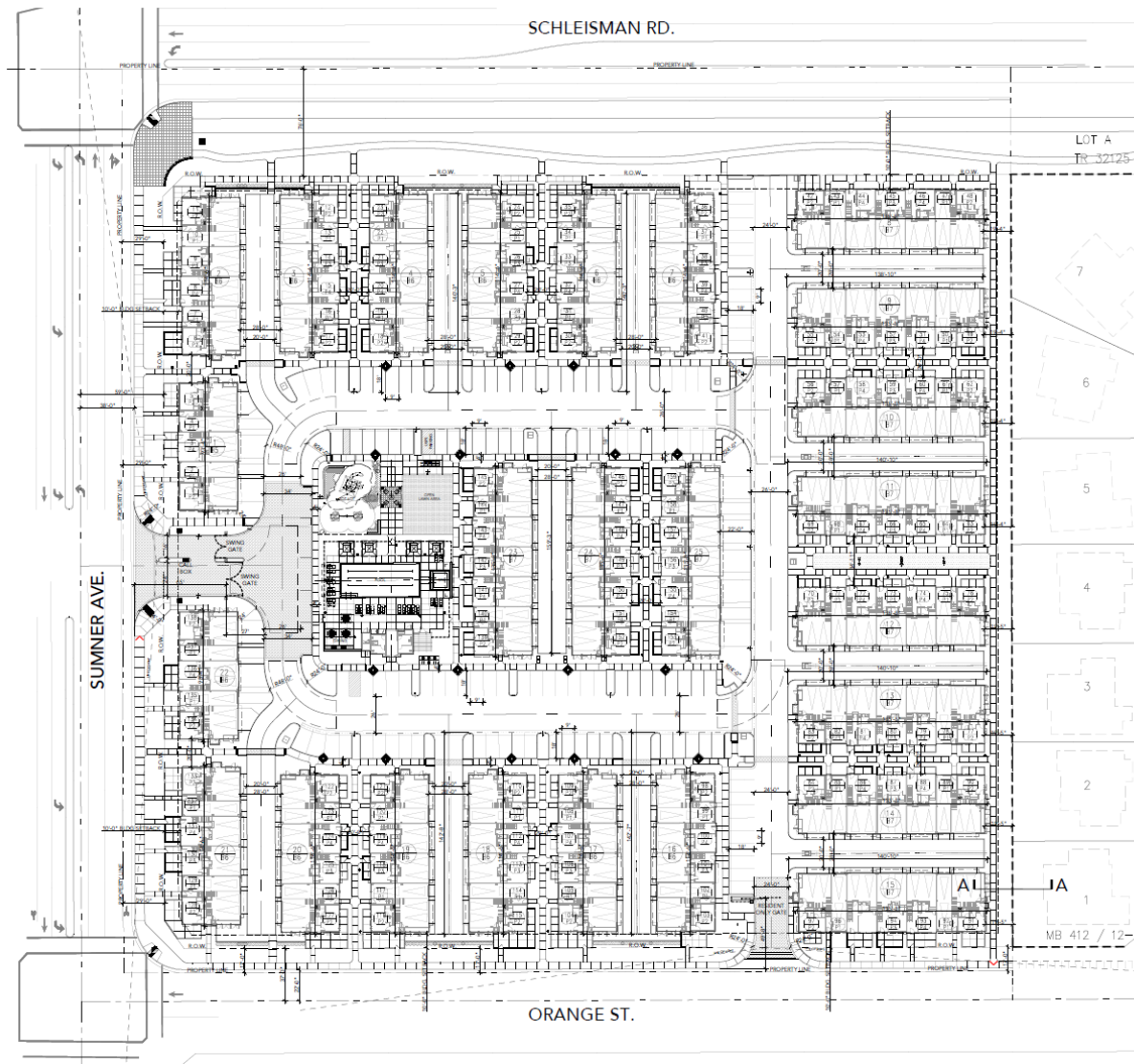
If you have any questions, please contact me directly at aso@urbanxroads.com.

REFERENCES

1. **City of Eastvale.** *Traffic Impact Analysis Guidelines*. November 2020.

ATTACHMENT 1:

PROJECT SITE PLAN



ATTACHMENT 2:

WRCOG SCREENING TOOL RESULTS

