APPENDIX I

LIMITED VMT ANALYSIS

August 26, 2022

Ms. Betsy Lindsay
ULTRASYSTEMS ENVIRONMENTAL
16431 Scientific Way
Irvine, CA 92618

Subject: Valley Gardens Residential Project Trip Generation & Vehicle Miles Traveled (VMT) Study, City of Moreno Valley, CA

Dear Ms. Lindsay:

Introduction

RK ENGINEERING GROUP, INC. (RK) is pleased to provide this Trip Generation and Vehicle Miles Traveled (VMT) Screening Analysis for the proposed Valley Gardens Residential Project.

The purpose of this study is to utilize the *City of Moreno Valley Transportation Impact Analysis Preparation Guide for Vehicle Miles Traveled and Level of Service Assessment*, dated June 2020, which establishes uniform analysis methodology and thresholds of significance for determining LOS as well as VMT impacts under the California Environmental Quality Act (CEQA), to determine if the project will require a detailed level of service (LOS) analysis and/or a detailed VMT modeling analysis.

Project Description

The project site is currently vacant. The proposed project consists of constructing 64 apartment dwelling units within eight (8) 2-story buildings. Access to the project is proposed via two (2) full-access unsignalized driveways located along Sarah Street.

Exhibit A shows the location map of the proposed project. Exhibit B shows the proposed site plan.

4000 westerly place, ste. 280
newport beach, ca 92660
P (949) 474-0809
W rkengineer.com

Project Trip Generation

Trip generation represents the amount of traffic that is attracted and produced by a development.

Trip generation is typically estimated based on the trip generation rates from the latest *Institute of Transportation Engineers (ITE) Trip Generation Manual.* The latest and most recent version (11th Edition, 2021) of the ITE Manual has been utilized for this trip generation analysis. This publication provides a comprehensive evaluation of trip generation rates for a variety of land uses.

The project is proposing to construct 64 apartment dwelling units within eight (8) 2-story buildings. As such, ITE Land Use 220: Multifamily Housing (Low-Rise) – Not Close to Rail Transit trip rates are the most appropriate for this land use. Table 1 shows the ITE trip generation rates (11th Edition) utilized for the trip generation analysis of the proposed project land use.

Table 1
ITE Trip Generation Rates[1]

Land Use	Units[2]	ITE Code	AM			PM			Daily
			In	Out	Total	In	Out	Total	
Multifamily Housing (Low-Rise) – Not Close to Rail Transit	DU	220	0.10	0.30	0.40	0.32	0.19	0.51	6.74

[1] Source: *ITE Trip Generation Manual* (11th Edition, 2021).
[2] DU = Dwelling Units

Table 2 shows the trip generation for the proposed project.

Table 2
Project Trip Generation[1]

Land Use (ITE Code)	Quantity	Units[2]	AM			PM			Daily
			In	Out	Total	In	Out	Total	
Valley Gardens Residential Project (220)	93	DU	6	19	25	21	12	33	431

[1] Source: *ITE Trip Generation Manual* (11th Edition, 2021).
[2] DU = Dwelling Units

As shown in Table 2, based on the ITE trip generation rates, the proposed project is forecast to generate approximately 431 daily trips with 25 trips in the AM peak hour and 33 trips in the PM peak hour.

As specified in the *City of Moreno Valley Transportation Impact Analysis Preparation Guide for Vehicle Miles Traveled and Level of Service Assessment*, dated June 2020, a detailed LOS traffic impact analysis would be required if the project is expected to generate 100 or more peak hour trips, or if a major signalized intersection is expected to generate 50 or more project peak hour trips after the trips are distributed to the local roadway network. Based on the net trip generation (i.e., 431 daily trips, 25 AM peak hour trips, and 33 PM peak hour trips), the proposed project is not required to prepare a traffic impact analysis and is not expected to result in any significant adverse impacts on the operations of the roadway network and intersections.

VMT Screening Assessment

The California Governor's Office of Planning and Research (OPR) issued a Technical Advisory in December 2018 which described their recommended procedures and methodology for VMT analysis. A key element of SB 743, signed in 2013, is the elimination of automobile delay and LOS as the sole basis of determining California Environmental Quality Act (CEQA) impacts. Pursuant to CEQA guidelines, Section 15064.3, VMT is the most appropriate measure of transportation impacts.

The *City of Moreno Valley Transportation Impact Analysis Preparation Guide for Vehicle Miles Traveled and Level of Service Assessment*, dated June 2020, provides recommendations in the form of thresholds of significance and methodology for identifying VMT related impacts. The proposed project is subject to a VMT analysis and will adhere to the recommendations and practices described in the City's guidelines. However, there are three steps of screening that lead agencies can apply to effectively screen projects from project-level of assessment. These are summarized below:

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

As detailed in the Step 2: Low VMT Area Screening, residential and office projects located within a low VMT-generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary. A residential project is considered to be in a low VMT area if the project TAZ VMT per capita (i.e. VMT per resident) does not exceed the City's Future Buildout (i.e. 0%) VMT per capita.

After utilizing the online WRCOG VMT Screening Tool, it has been determined that the proposed project site is located within a Low-VMT Area. The project TAZ's baseline VMT per capita was run for Year 2018 and Year 2045. The project TAZ's baseline VMT per capita for Year 2018 is 12.0, which is 8.69% less than the City's Future Buildout VMT per capita of 13.2. The project TAZ's baseline VMT per capita for Year 2045 is 11.9, which is 9.36% less than the City's Future Buildout VMT per capita of 13.2. As a result, the proposed project can be presumed to have a less than significant impact on VMT under CEQA. Therefore, no further VMT analysis is required.

Appendix A provides screenshots from the online WRCOG VMT Screening Tool Output Sheet.

Conclusions

RK Engineering Group, Inc. has completed this Trip Generation and Vehicle Miles Traveled (VMT) Screening Assessment for the proposed Valley Gardens Residential Project.

As specified in the *City of Moreno Valley Transportation Impact Analysis Preparation Guide for Vehicle Miles Traveled and Level of Service Assessment*, dated June 2020, a detailed LOS traffic impact analysis would be required if the project is expected to generate 100 or more peak hour trips, or if a major signalized intersection is expected to generate 50 or more project peak hour trips after the trips are distributed to the local roadway network. Based on the net trip generation (i.e., 431 daily trips, 25 AM peak hour trips, and 33 PM peak hour trips), the proposed project is not required to prepare a traffic impact analysis and is not expected to result in any significant adverse impacts on the operations of the roadway network and intersections.

Furthermore, consistent with the *City of Moreno Valley Transportation Impact Analysis Preparation Guide for Vehicle Miles Traveled and Level of Service Assessment*, dated June 2020, the proposed project is screened out from a full VMT analysis based on the Step 2:

Low VMT Area Screening and may be presumed to have a less than significant impact on VMT under CEQA.

RK Engineering Group, Inc. appreciates this opportunity to assist ULTRASYSTEMS ENVIRONMENTAL with this project. If you have any questions regarding this study, please do not hesitate to contact us at (949) 474-0809.

Sincerely,

RK ENGINEERING GROUP, INC.

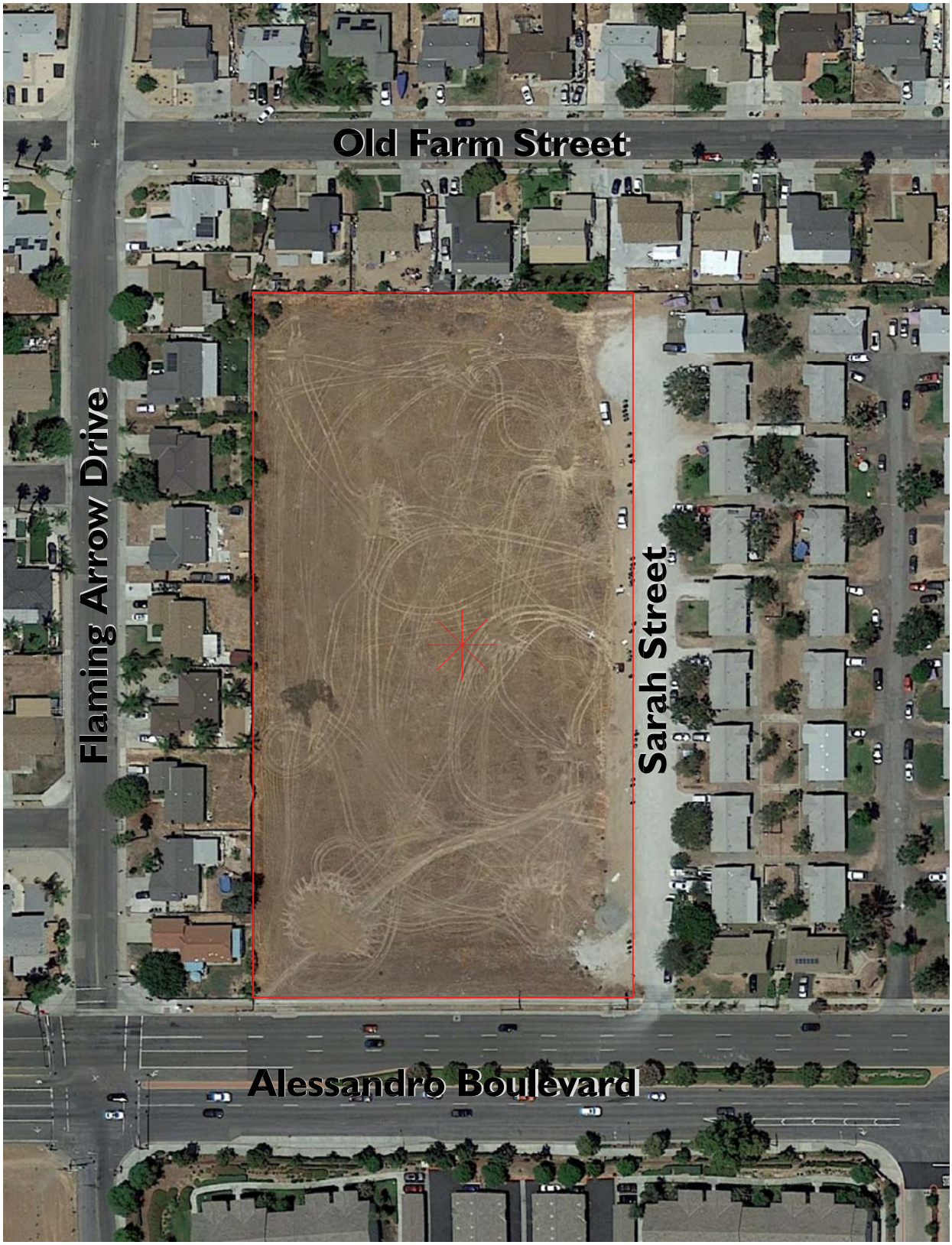
Justin Tucker, P.E.
Principal Engineer

Samantha Vu
Engineer I

Exhibits

Exhibit A

Location Map



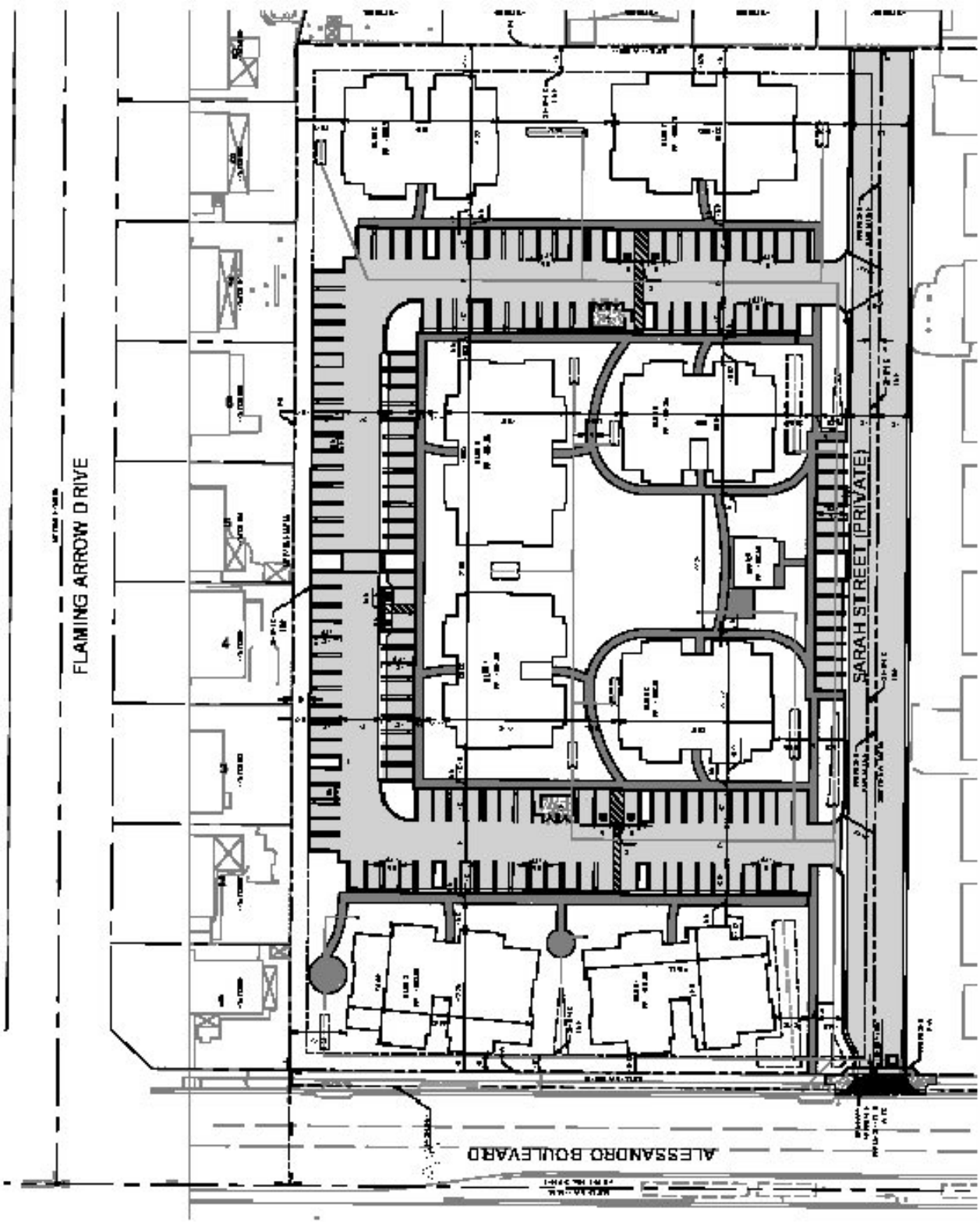
Legend:

✳ = Project Site

— = Project Site Boundary

N

Exhibit B
Site Plan

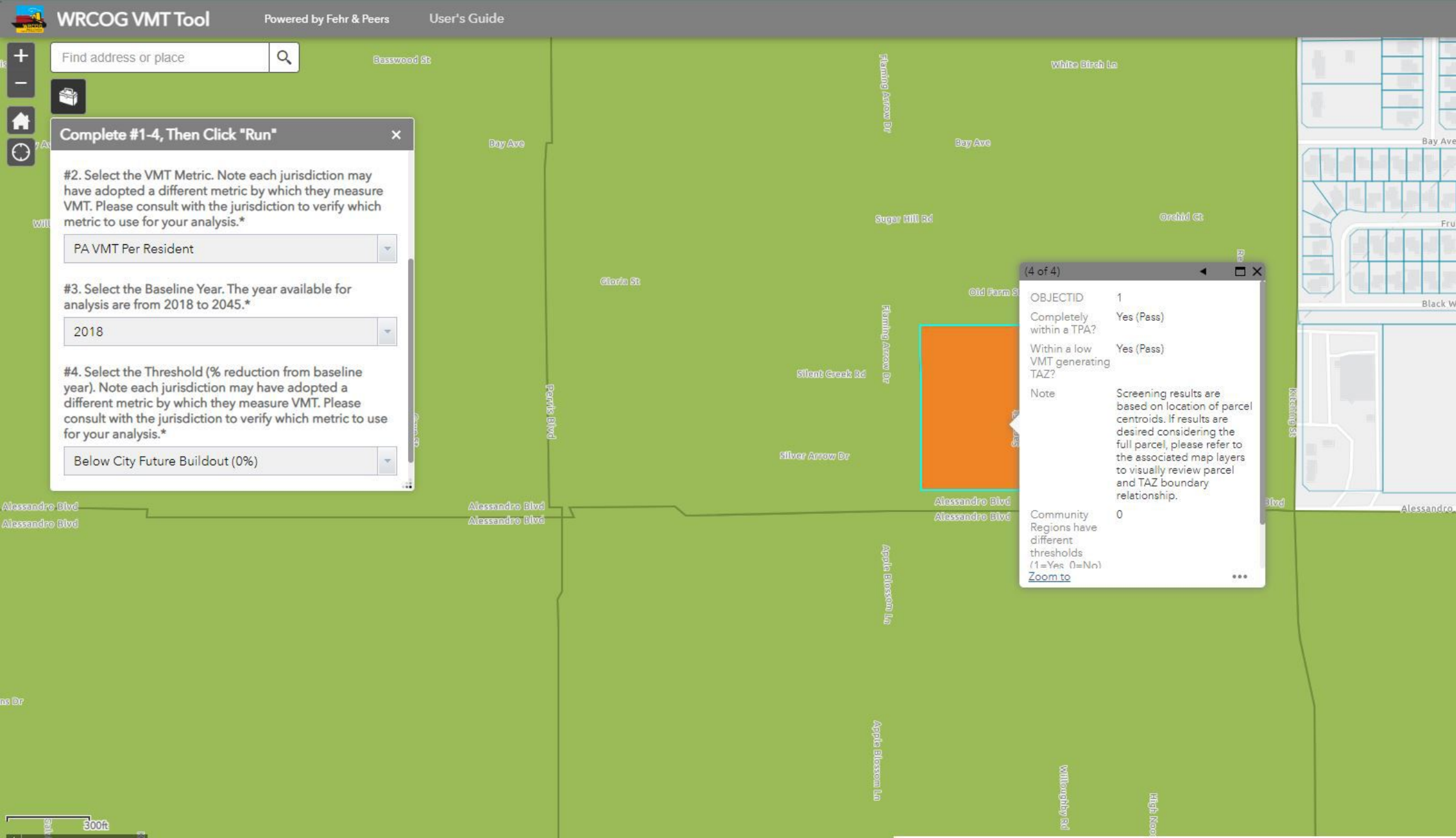


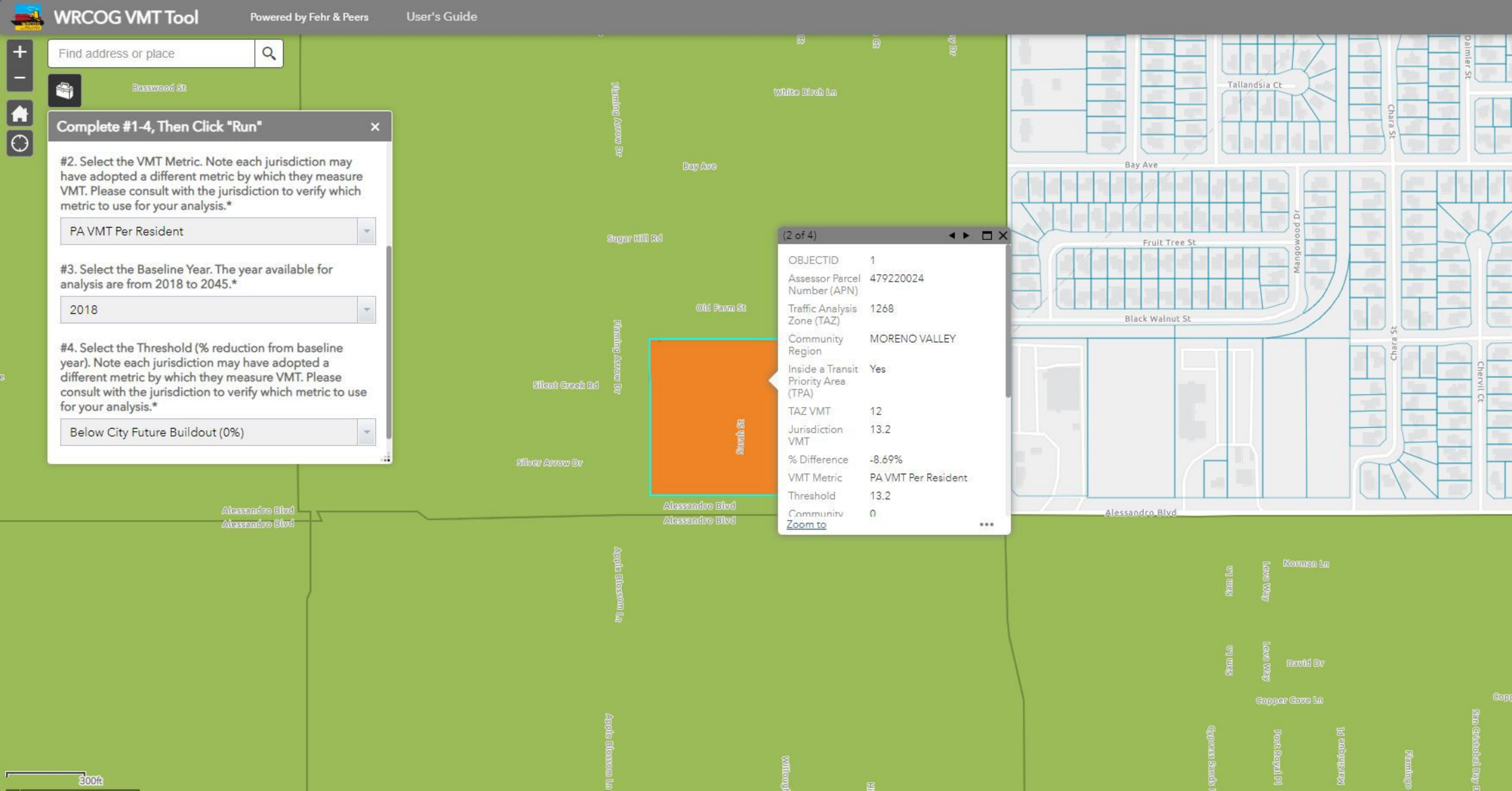
N

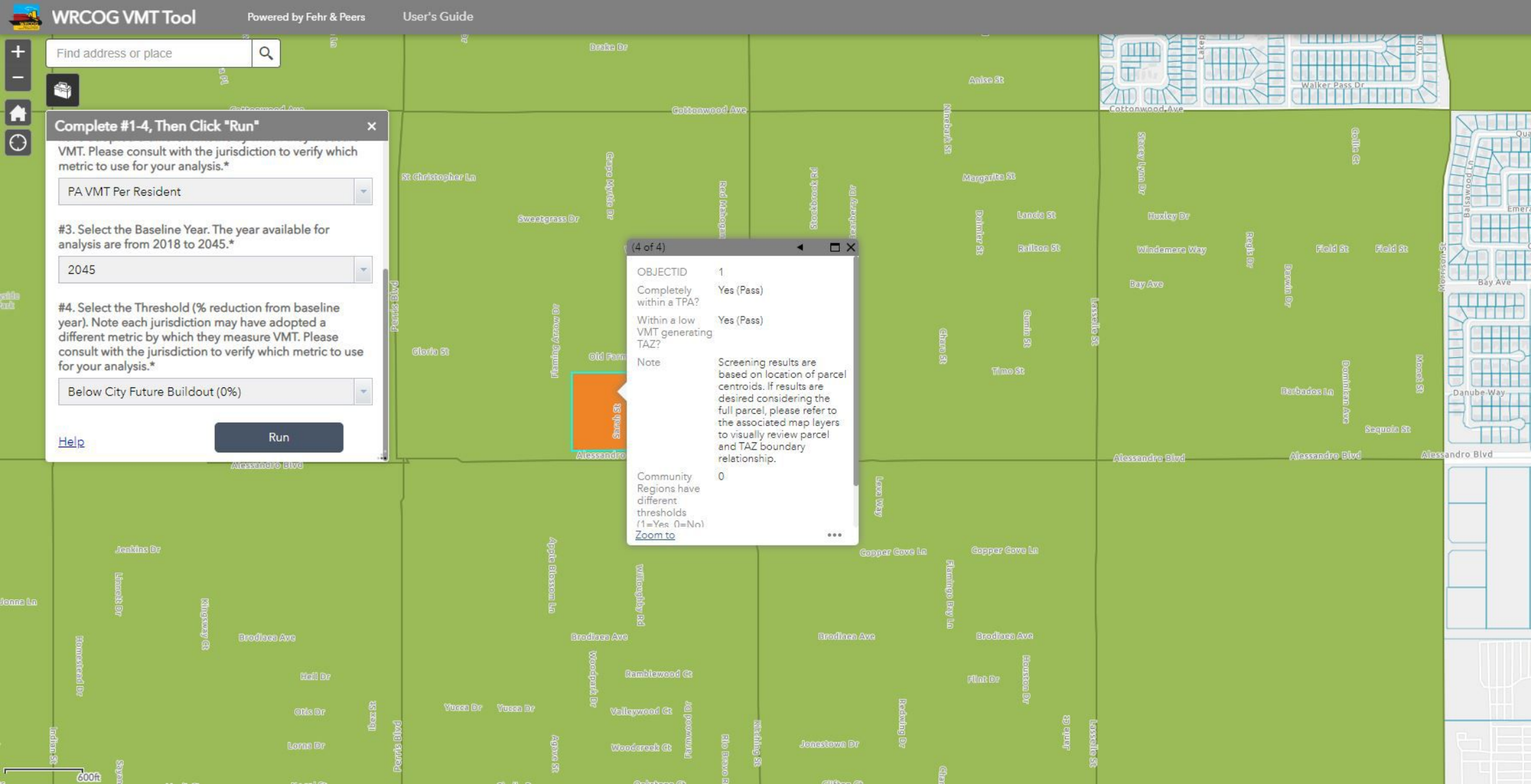
Appendix

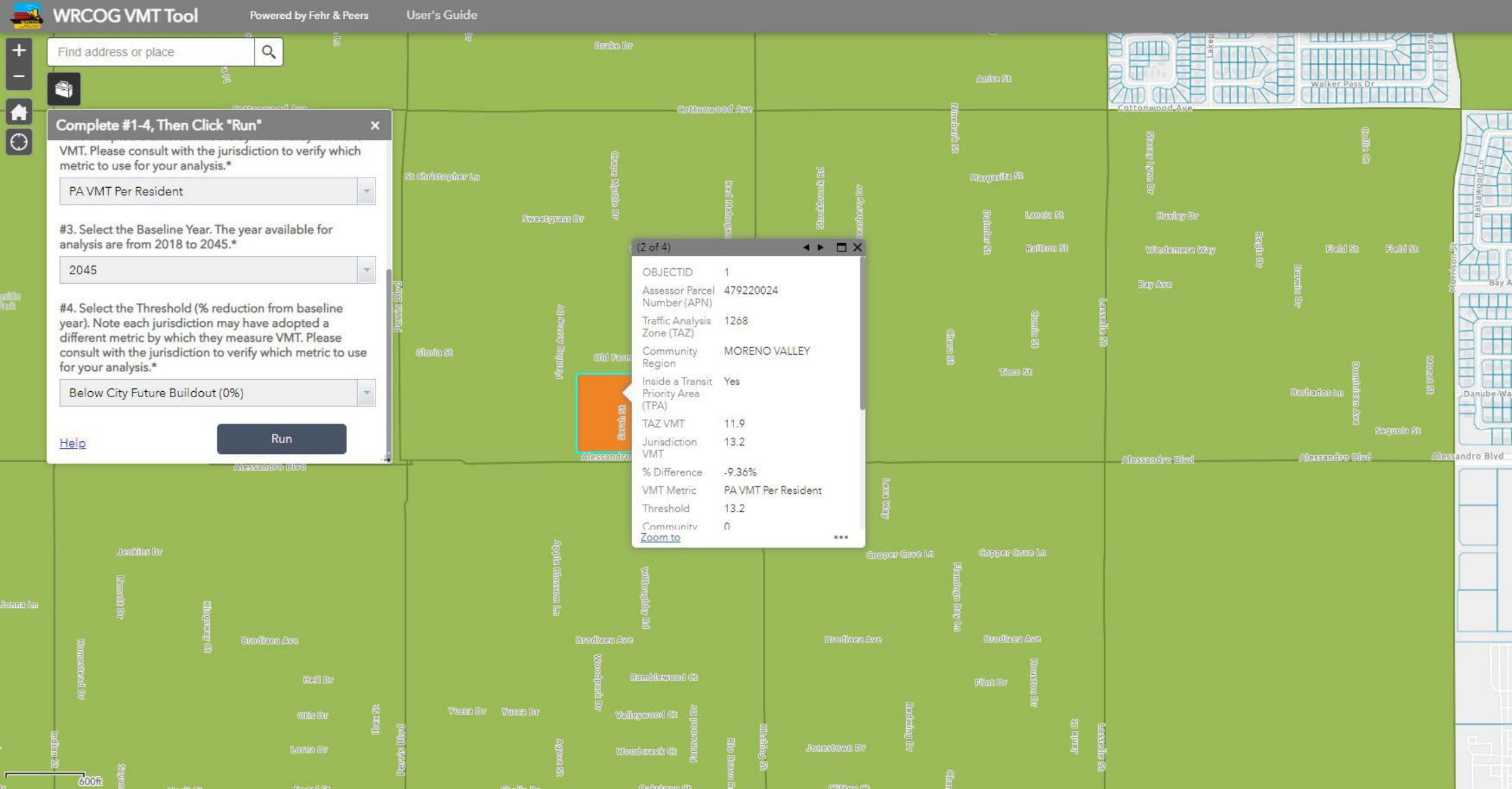
Appendix A

Vehicles Miles Traveled (VMT)
WRCOG VMT Screening Tool Output


WRCOG VMT Tool
Powered by Fehr & Peers
User's Guide
Find address or place
Complete #1-4, Then Click "Run"
#2. Select the VMT Metric. 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.*
PA VMT Per Resident
#3. Select the Baseline Year. The year available for analysis are from 2018 to 2045.*
2018
#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 City Future Buildout (0%)
(4 of 4)
OBJECTID 1
Completely within a TPA? Yes (Pass)
Within a low VMT generating TAZ? Yes (Pass)
Note Screening results are based on location of parcel centroids. If results are desired considering the full parcel, please refer to the associated map layers to visually review parcel and TAZ boundary relationship.
Community Regions have different thresholds (1=Yes, 0=No) 0
Zoom to
Basswood St
White Birch Ln
Flaming Arrow Dr
Bay Ave
Sugar Hill Rd
Orchid Ct
Gloria St
Old Farm S
Silent Creek Rd
Perris Blvd
Silver Arrow Dr
Alessandro Blvd
Apple Blossom Ln
Willoughby Rd
300ft


WRCOG VMT Tool
Powered by Fehr & Peers
User's Guide
Find address or place
Basswood St
White Birch Ln
Fleming Arrow Dr
Bay Ave
Sugar Hill Rd
Old Farm St
Silent Creek Rd
Silver Arrow Dr
Alessandro Blvd
Apple Blossom Ln
Tallandsia Ct
Daimler St
Chara St
Fruit Tree St
Mangowood Dr
Black Walnut St
Chervil Ct
Norman Ln
Sam Ln
Love Way
David Dr
Copper Cove Ln
Complete #1-4, Then Click "Run"
#2. Select the VMT Metric. 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.*
PA VMT Per Resident
#3. Select the Baseline Year. The year available for analysis are from 2018 to 2045.*
2018
#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 City Future Buildout (0%)
(2 of 4)
OBJECTID 1
Assessor Parcel Number (APN) 479220024
Traffic Analysis Zone (TAZ) 1268
Community Region MORENO VALLEY
Inside a Transit Priority Area (TPA) Yes
TAZ VMT 12
Jurisdiction VMT 13.2
% Difference -8.69%
VMT Metric PA VMT Per Resident
Threshold 13.2
Community 0
Zoom to
300ft


WRCOG VMT Tool
Powered by Fehr & Peers
User's Guide
Find address or place
Complete #1-4, Then Click "Run"
VMT. Please consult with the jurisdiction to verify which metric to use for your analysis.*
PA VMT Per Resident
#3. Select the Baseline Year. The year available for analysis are from 2018 to 2045.*
2045
#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 City Future Buildout (0%)
Help
Run
(4 of 4)
OBJECTID 1
Completely within a TPA? Yes (Pass)
Within a low VMT generating TAZ? Yes (Pass)
Note Screening results are based on location of parcel centroids. If results are desired considering the full parcel, please refer to the associated map layers to visually review parcel and TAZ boundary relationship.
Community Regions have different thresholds (1=Yes, 0=No) 0
Zoom to
Drake Dr
Anise St
Cottonwood Ave
Walker Pass Dr
St Christopher Ln
Sweetgrass Dr
Margarita St
Landa St
Railton St
Huxley Dr
Windemere Way
Field St
Bay Ave
Gloria St
Old Farm
Sarah St
Alessandro
Alessandro Blvd
Timo St
Barbados Ln
Sequoia St
Danube Way
Jenkins Dr
Copper Cove Ln
Brodiaea Ave
Ramblewood Ct
Valleywood Ct
Woodcreek Ct
Yucca Dr
Flint Dr
Jonestown Dr
Orchard Dr
Heil Dr
Otis Dr
Lorna Dr
600ft


WRCOG VMT Tool
Powered by Fehr & Peers
User's Guide
Find address or place
Complete #1-4, Then Click "Run"
VMT. Please consult with the jurisdiction to verify which metric to use for your analysis.*
PA VMT Per Resident
#3. Select the Baseline Year. The year available for analysis are from 2018 to 2045.*
2045
#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 City Future Buildout (0%)
Help
Run
(2 of 4)
OBJECTID 1
Assessor Parcel Number (APN) 479220024
Traffic Analysis Zone (TAZ) 1268
Community Region MORENO VALLEY
Inside a Transit Priority Area (TPA) Yes
TAZ VMT 11.9
Jurisdiction VMT 13.2
% Difference -9.36%
VMT Metric PA VMT Per Resident
Threshold 13.2
Community 0
Zoom to
Drake Dr
Anise St
Cottonwood Ave
Walker Pass Dr
St Christopher Ln
Sweetgrass Dr
Margarita St
Lancia St
Railton St
Huxley Dr
Windemere Way
Field St
Bay Ave
Gloria St
Old Farm
Alessandro Blvd
Barbados Ln
Sequoia St
Jenkins Dr
Brodiaea Ave
Copper Cove Ln
Flint Dr
Ramblewood Ct
Valleywood Ct
Woodcreek Ct
Jonestown Dr
Yucca Dr
Otis Dr
Lorna Dr
Perris Blvd
Indian St
600ft