

**DATE:** February 27, 2024  
**TO:** Tracy Zinn, T&B Planning, Inc.  
**FROM:** Alex So, Urban Crossroads, Inc.  
**JOB NO:** 13796-05 VMT

## **BAY & DAY COMMERCE CENTER VEHICLE MILES TRAVELED (VMT) SCREENING EVALUATION**

Urban Crossroads, Inc. is pleased to provide the following Vehicle Miles Traveled (VMT) Screening Evaluation for the Bay & Day Commerce Center (**Project**), which is located on the southwest corner of Day Street and Bay Avenue in the City of Moreno Valley.

### **PROJECT OVERVIEW**

The Project is proposed to consist of a 194,775 square foot warehouse building (75% general warehousing use and 25% high-cube cold storage warehouse use). A preliminary site plan for the proposed Project is found 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. To comply with CEQA, The City of Moreno Valley City Council adopted analytical procedures, screening tools and impact thresholds for VMT, which are documented in the City of Moreno Valley Traffic Impact Analysis Preparation Guide for Vehicle Miles Traveled and Level of Service Assessment (June 2020) (**City Guidelines**) (1). To aid in the project-level VMT screening process the City of Moreno Valley utilizes the Western Riverside Council of Governments (WRCOG) VMT Screening Tool (**Screening Tool**). The web-based Screening Tool allows a user to select an assessor's parcel number (APN) to determine if a project's physical location meets one or more of the land use screening thresholds documented in the City Guidelines.

### **VMT SCREENING**

City Guidelines provides details on appropriate screening criteria that can be used to identify when a proposed land use project is anticipated to result in a less than significant impact without conducting a more detailed analysis. The screening criteria are broken into the following three steps:

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

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

### **TPA SCREENING**

The City Guidelines state that projects located within a Transit Priority Area (TPA) (i.e., within ½ mile of an existing “major transit stop”<sup>1</sup> or an existing stop along a “high-quality transit corridor”<sup>2</sup>) may be presumed to have a less than significant transportation impact if the Project meets the following sub-criteria:

- Has a Floor Area Ratio (FAR) of less than 0.75;
- Includes more parking than required by the County Code;
- Is inconsistent with the applicable Sustainable Communities Strategy RTP/SCS; or
- Replaces affordable residential units with a smaller number of market-rate residential units.

Based on the Screening Tool results presented in Attachment B, the Project site is not located within ½ mile of an existing major transit stop, or along a high-quality transit corridor.

**TPA Screening step is not met.**

### **LOW VMT AREA SCREENING**

City Guidelines also states that, “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. In addition, other employment-related and mixed-use land use projects may qualify for the use of screening if the project can reasonably be expected to generate VMT per resident, per worker, or per service population that is similar to the existing land uses in the low VMT area.”<sup>3</sup>The City uses the WRCOG screening tool to determine low areas of VMT. The screening tool uses the sub-regional Riverside Transportation Analysis Model (RivTAM) to measure VMT performance within individual traffic analysis zones (TAZ’s) within the region. The Project’s physical location based on parcel number is input into the Screening Tool to determine project generated VMT as compared to the City’s impact threshold. The parcel containing the proposed Project was selected and the Screening Tool was evaluated for the VMT per employee metric of VMT. Based on the Screening Tool results, the Project is located within a low VMT

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<sup>1</sup> 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.”).

<sup>2</sup> 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.”).

<sup>3</sup> City Guidelines; page 23.

generating zone. The Project resides within TAZ 3,670 and was shown to generate 10.21 VMT per employee whereas the City's impact threshold (i.e., City of Moreno Valley net VMT per employee) is 11.01 VMT per employee (See Attachment B). The existing Project TAZ was shown to include levels of employment that is consistent with the RTP/SCS.

**Low VMT Area Screening step is met.**

### **PROJECT TYPE SCREENING**

The City Guidelines identify that local serving retail with buildings less than 50,000 square feet or 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 impact absent substantial evidence to the contrary. In addition, small projects anticipated that generate low traffic volumes (i.e., fewer than 400 daily trips) and by association low greenhouse gas (GHG) emissions are also assumed to cause a less than significant impact. Trips generated by the Project's proposed land use have been estimated based on trip generation rates collected by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, 2021 (3). The Project is estimated to generate 358 vehicle trip-ends per day and would be below the 400 daily trip threshold (See Attachment C).

**Project Type Screening step is met.**

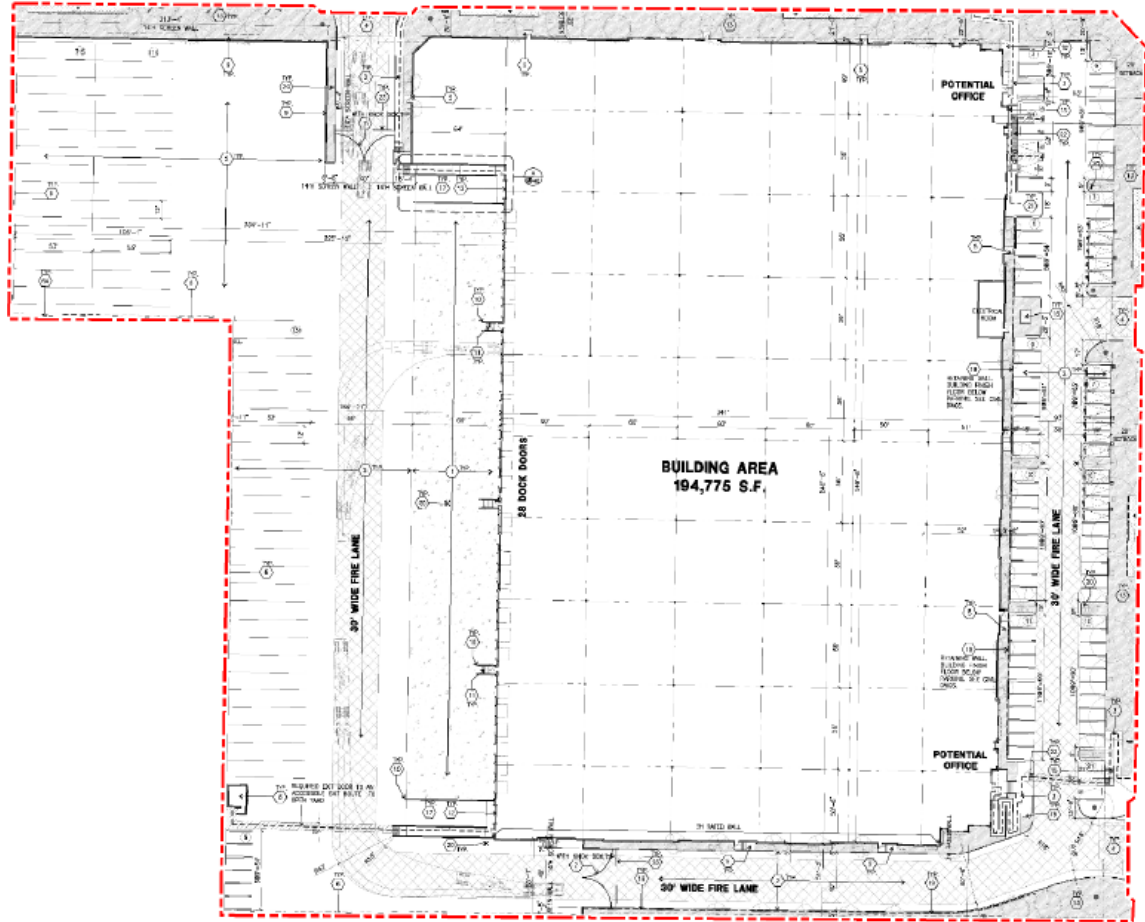
### **CONCLUSION**

Based on our review of the screening steps, the Project meets the Project Type Screening step for less than 400 daily vehicle trips and the Low VMT Area Screening step. The project would therefore be presumed to result in a less than significant VMT impact; no additional VMT analysis is required.

## REFERENCES

1. **City of Moreno Valley.** *Traffic Impact Analysis Preparation Guide for Vehicle Miles Traveled and Level of Service Assessment.* City of Moreno Valley : s.n., June 2020.

**ATTACHMENT A**  
**PRELIMINARY SITE PLAN**



**LEGEND:**  
 Site Boundary

**ATTACHMENT B**  
**WRCOG SCREENING TOOL**

**WRCOG VMT Screening Tool**

Bay Ave & Day St, Moreno Valle; X

Show search results for Bay Ave & Da...

**VMT Impact Screening**

Input    Output

Zoom in to your project location close enough that the blue parcel layer appears. Select Western Riverside County Parcels in the drop-down below, then use the black square to select your project parcels. When ready, click on the Execute button. To clear the selection or start over, click on the "X" on the output tab once the tool has run. All results based on RIVTAM Model\*

Western Riverside County Parcels...

[Help](#)    **Execute**

(1 of 2)

Yes (Pass)  
Jurisdictional average 2012 daily total VMT per service population = 24.49  
Project TAZ 2012 daily total VMT per service population = 19.86

**Within a low VMT generating TAZ based on Residential Home-Based VMT?**  
Yes (Pass)  
Jurisdictional average 2012 daily residential home-based VMT per capita = 12.79  
Project TAZ 2012 daily residential home-based VMT per capita = 9.83

**Within a low VMT generating TAZ based on Home-Based Work VMT?**  
Yes (Pass)  
Jurisdictional average 2012 daily home-based work VMT per worker = 11.01  
Project TAZ 2012 daily home-based work VMT per worker = 10.21

Zoom to

**Layer List**

All results based on RIVTAM Model.

- Output Layer
- Western Riverside County Parcels (Zoom in to view)
- Transit Priority Area
- RIVTAM TAZs with total VMT per service population below jurisdictional average under 2012 base year model
- RIVTAM TAZs with Home-based VMT per resident below jurisdictional average under 2012 base year model
- RIVTAM TAZs with Home-based work VMT per worker below jurisdictional average under 2012 base year model
- RIVTAM TAZs with total VMT per service population below WRCOG subregional average under 2012 base year model
- RIVTAM TAZs with Home-based VMT per resident below WRCOG subregional average under 2012 base year model
- RIVTAM TAZs with Home-based work VMT per worker below WRCOG subregional average under 2012 base year model
- City Boundaries
- TUMF Zone Boundaries



**ATTACHMENT C**  
**PROJECT TRIP GENERATION DATA**

**TABLE C-1: TRIP GENERATION RATES**

Land Use <sup>1</sup>	Units <sup>2</sup>	ITE LU Code	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
<b>Actual Vehicle Trip Generation Rates</b>									
Warehousing <sup>3</sup>	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 <sup>3</sup>	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

<sup>1</sup> Trip Generation & Vehicle Mix Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).

<sup>2</sup> TSF = thousand square feet

<sup>3</sup> 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 C-2: PROJECT TRIP GENERATION SUMMARY**

Land Use	Quantity Units <sup>1</sup>	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
<b>Actual Vehicles:</b>								
Warehousing	146.081 TSF							
Passenger Cars:		18	4	22	5	17	22	162
2-axle Trucks:		0	0	0	0	0	0	16
3-axle Trucks:		0	0	0	0	0	0	18
4+-axle Trucks:		1	1	2	1	1	2	56
Total Truck Trips (Actual Vehicles):		1	1	2	1	1	2	90
Warehousing Subtotal Trips (Actual Vehicles) <sup>2</sup>		19	5	24	6	18	24	252
High-Cube Cold Storage Warehouse	48.694 TSF							
Passenger Cars:		4	0	4	1	3	4	68
2-axle Trucks:		0	0	0	0	0	0	14
3-axle Trucks:		0	0	0	0	0	0	4
4+-axle Trucks:		0	1	1	0	0	0	20
Total Truck Trips (Actual Vehicles):		0	1	1	0	0	0	38
Cold Storage Subtotal Trips (Actual Vehicles) <sup>2</sup>		4	1	5	1	3	4	106
Passenger Cars		22	4	26	6	20	26	230
Trucks		1	2	3	1	1	2	128
<b>Project Total Trips (Actual Vehicles)<sup>2</sup></b>		<b>23</b>	<b>6</b>	<b>29</b>	<b>7</b>	<b>21</b>	<b>28</b>	<b>358</b>

<sup>1</sup> TSF = thousand square feet

<sup>2</sup> Total Trips = Passenger Cars + Truck Trips.