



## Memorandum

**To:** Anthony Arnest  
Pacific Communities

**From:** Nick Lowe, PE, Senior Engineer; Kawai Mang, EIT, Assistant Engineer  
Albert A. Webb Associates

**Date:** September 26, 2022

**Subject:** Vehicle miles traveled screening assessment for proposed Pacific Lantana residential development



Albert A. Webb Associates is pleased to provide this vehicle miles traveled (VMT) screening assessment for the proposed Pacific Lantana residential development on the northwest corner of the intersection of A Street and Metz Road in the City of Perris. This assessment is based on the latest agency guidelines and project site plan.

The proposed project site is a currently-vacant site on the northwest corner of the intersection of A Street and Metz Road. The project proposes to construct 92 single-family detached homes, with project access via one new full-access driveway on A Street and one exit-only driveway on McKimball Road. The development is planned in a single phase, to be completed and fully occupied in 2024.

### A. Background

Following the adoption of California Senate Bill 743 (SB 743) in 2013, the California Office of Planning and Research (OPR) identified VMT as the most appropriate measure of determining transportation impacts under CEQA, replacing previous analyses of level of service (LOS). Accordingly, Section 2 of the City's *Transportation Impact Analysis Guidelines for CEQA* (2020) include the following criteria to screen for projects that are presumed to have a less-than-significant effect on VMT:

#### **A. Is the project 100% affordable housing?**

*If a project consists of 100% affordable housing, then the presumption can be made that it will have a less than significant impact on VMT. According to sources provided by OPR, affordable housing projects typically generate lower VMT than market-rate housing and a project consisting of a high percentage of affordable housing may be a basis for the lead agency to find a less than significant impact on VMT. Furthermore, a project which includes any affordable residential units may factor in the effect of the affordability on VMT into the assessment of VMT generated by those units.*

#### **B. Is the project within one half (½) mile of qualifying transit?**

*CEQA Guideline Section 15064.3, subdivision (b)(1), states that lead agencies generally should presume that certain projects (including residential, retail, and office projects, as well as projects that are a mix of these uses) proposed within one half (½) mile of an existing major transit stop or an existing stop along a high quality transit corridor will have a less than significant impact on VMT.*

#### **C. Is the project a local serving land use?**

*Local serving land uses provide more opportunities for residents and employees to shop, dine and obtain services closer to home and work. Local serving uses can also include community resources that may otherwise be located outside of the city or local area.*

**D. Is the Project in a low VMT area?**

*Projects that locate in areas with low VMT, and that incorporate similar features (i.e., land use type, access to the circulation network, etc.), will tend to exhibit similarly low VMT. If a project is located in a Traffic Analysis Zone (TAZ) with VMT per capita or VMT per employee that is less than or equal to the Citywide average, then the project is considered to be located in a low VMT area and can be presumed to have a less than significant impact on VMT.*

**E. Are the project's net daily trips less than 500 ADT?**

*Projects that generate less than 500 average daily trips (ADT) would not cause a substantial increase in the total citywide or regional VMT and are therefore presumed to have a less than significant impact on VMT.*

**B. Findings**

The VMT screening criteria were evaluated for this project based on the project location, land use, and trip generation characteristics, using the latest Institute of Transportation Engineers (ITE) Trip Generation Manual, proposed project site plan, and the Western Riverside Council of Governments (WRCOG) online VMT screening tool.

**A. Is the project 100% affordable housing?**

The project is not 100% affordable housing. Therefore, this criterion is not met.

**B. Is the project within one half mile of qualifying transit?**

The project is not within one half mile of high-quality transit nor is it within a Transit Priority Area. Therefore, this criterion is not met.

**C. Is the project a local serving land use?**

The project is a residential development and is not considered a local-serving land use. Therefore, this criterion is not met.

**D. Is the project in a low VMT area?**

The project is located within TAZ 1858, which has a VMT per service population of 27.04. This is below the City threshold of 33.6, therefore it is considered a low VMT-generating area. Therefore, this criterion is met.

**E. Are the project's net daily trips less than 500 ADT?**

The project is expected to generate 868 daily vehicle trips. Therefore, this criterion is not met.

In accordance with the City of Perris Guidelines, the proposed Pacific Lantana residential project is presumed to have a less than significant transportation impact and is therefore screened from further VMT analysis based on the following criteria:

- Project is within a low VMT-generating area.