CITY OF PERRIS HOUSING IMPLEMENTATION MEASURES VMT IMPACT ANALYSIS

City of Perris
August 24, 2023
(Revised June 19, 2024)

Traffic Engineering ● Transportation Planning ● Parking ● Noise & Vibration
Air Quality ● Global Climate Change ● Health Risk Assessment

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GANDDINI GROUP, INC.
555 Park Center Drive, Suite 225
Santa Ana, California 92705
(714) 795-3100 | ganddini.com

Project No. 19598

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EXECUTIVE SUMMARY

The proposed project involves creation of an overlay zone for Housing Opportunity Sites identified in the recently adopted *City of Perris General Plan Housing Element* (August 17, 2022) that would continue to permit development in accordance with current zoning regulations or allow activation of the overlay zoning for development of up to 5,419 high-density, multifamily residential dwelling units distributed over 12 Housing Opportunity Areas ("Housing Overlay").

VMT Screening Assessment

Subject to further review of site-specific project design features such as parking supply relative to City requirements, consistency with the RTP/SCS, and displacement of affordable units, future development in the following sites may be eligible for Transit Priority Area screening:

- Housing Opportunity Area 2 – All Sites
- Housing Opportunity Area 3 – Site 3.3
- Housing Opportunity Area 9 – All Sites
- Housing Opportunity Area 12 – Sites 12.1 through 12.6

Since the project-specific design features such as parking supply relative to City requirements, consistency with the RTP/SCS, and displacement of affordable units cannot be determined at the program-level, further assessment would be required at the project-specific level to verify TPA screening for the above sites.

VMT Impacts

The base model year (2018) with Housing Overlay buildout is forecast to result in a Citywide VMT per service population of 28.7, which does not exceed the City of Perris baseline VMT per service population of 30.4. The future model year (2045) with Housing Overlay buildout is forecast to result in a Citywide VMT per service population of 29.5, which does not exceed the City of Perris baseline VMT per service population of 30.4. Therefore, buildout of the overall Housing Overlay is forecast to result in a less than significant impact based on the City-established thresholds for VMT.

All of the Housing Opportunity Area sites are forecast to have a low VMT impact (i.e., the net effect of development on the site per the Housing Overlay would not exceed the City of Perris baseline VMT per service population of 30.4).

Mitigation Measures

No mitigation measures are recommended since implementation of the housing overlay is forecast to result in a less than significant VMT impact.

1. INTRODUCTION

This section describes the purpose of this study, the proposed project, and the general scope of the analysis.

PURPOSE AND OBJECTIVES

The purpose of this study is to evaluate the potential for transportation impacts resulting from implementation of the proposed project in the context of the California Environmental Quality Act (CEQA). This study evaluates the significance of project-related transportation impacts with respect to the thresholds established by the City of Perris, as the lead agency, and identifies measures to mitigate such impacts, if any.

PROJECT LOCATION

The City of Perris is located in western Riverside County, California. The City is a subregional agency of the Southern California Association of Governments (SCAG) and the Western Riverside Council of Governments (WRCOG). Figure 1 shows the regional location map.

PROJECT DESCRIPTION

The Housing Element, a mandatory element of the General Plan, plans for the existing and future housing needs of the community, including a fair share of housing needs for the region as allocated by SCAG through the Regional Housing Needs Assessment (RHNA). For the current 6th Cycle Housing Element (2021-2029), the City of Perris was allocated 7,805 housing units. Based on allowable credits for housing units approved or under construction, a remaining need for 4,032 units exists.

The proposed project involves creation of an overlay zone for Housing Opportunity Sites identified in the recently adopted *City of Perris General Plan Housing Element* (August 17, 2022) that would continue to permit development in accordance with current zoning regulations or allow activation of the overlay zoning for development of up to 5,419 high-density, multifamily residential dwelling units distributed over 12 Housing Opportunity Areas ("Housing Overlay").

The Housing Opportunity Areas are identified on Figure 2 (per Figure 7-3 of the Housing Element). Appendix B of the Housing Element provides detailed descriptions of each Housing Opportunity Area including the maximum number of potential units of multifamily housing that can be developed for each area. Table 1 summarizes the Housing Opportunity Area development potential, including the sites within each area and the maximum number of residential units estimated for each site. This information was obtained from Appendix B of the Housing Element. As shown in Table 1, full development of all Housing Opportunity Areas could result in up to 5,419 multifamily residential dwelling units.

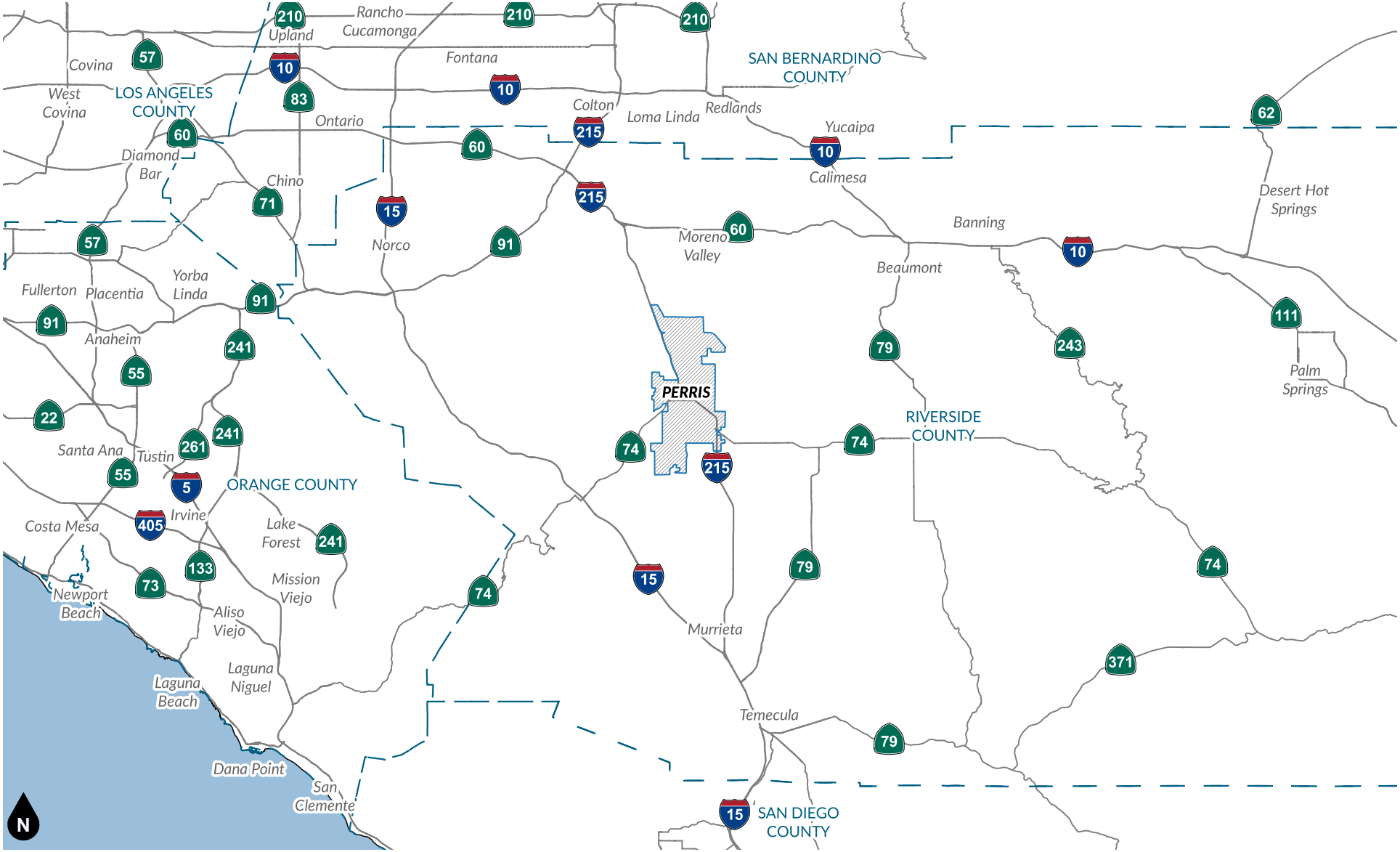
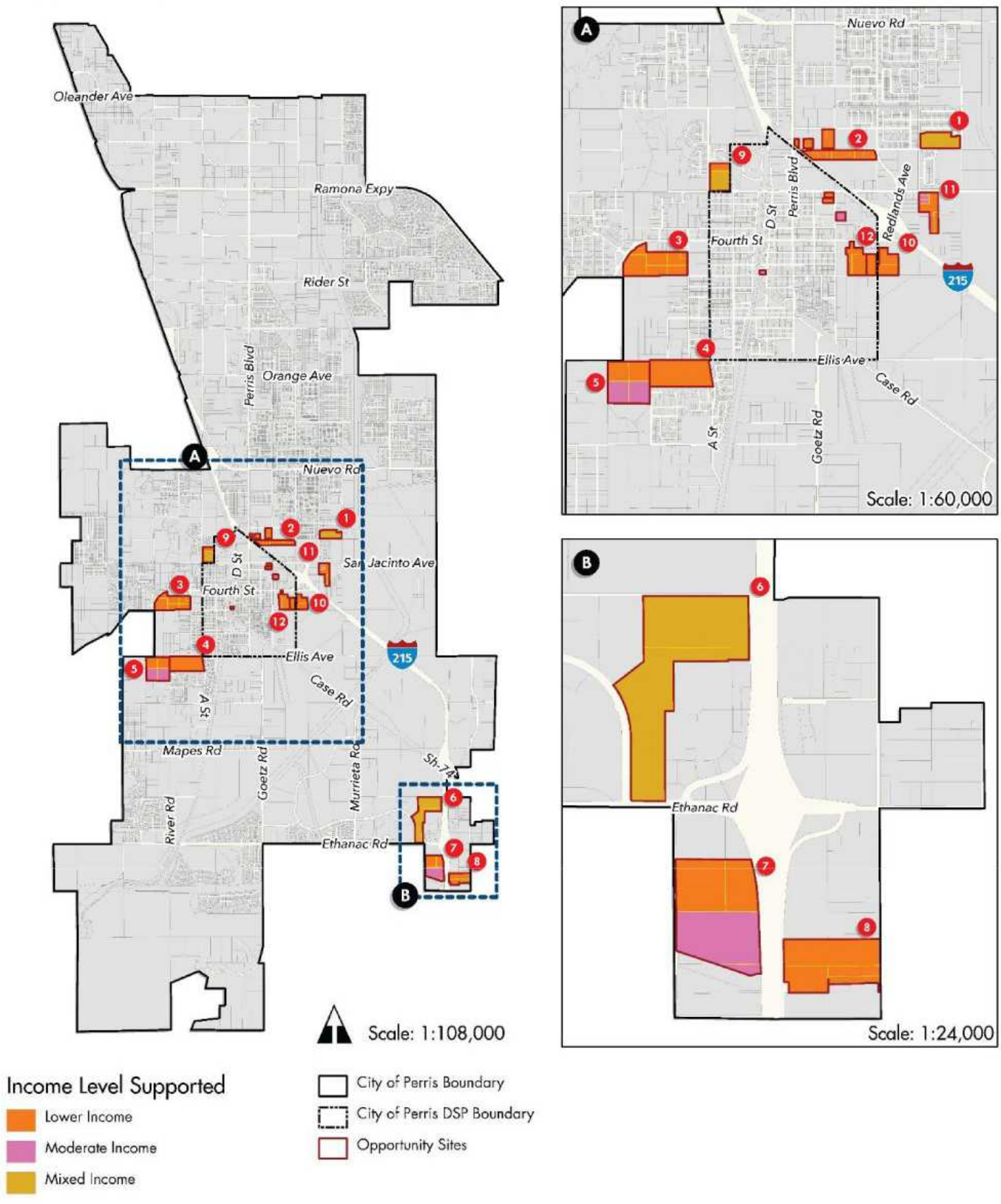


Figure 1
Regional Location Map



Not to Scale
Source: City of Perris

Figure 2
Housing Opportunity Areas Map

Table 1
Housing Opportunity Area Development Potential

Area	Buildout Potential (DU)	Area	Buildout Potential (DU)
1 - Subtotal	**320**	7 - Site 7.1	113
2 - Site 2.1	109	7 - Site 7.2	179
2 - Site 2.2	120	7 - Site 7.3	13
2 - Site 2.3	123	7 - Site 7.4	69
2 - Site 2.4	120	**7 - Subtotal**	**374**
2 - Site 2.5	46	8 - Site 8.1	24
2 - Site 2.6	19	8 - Site 8.2	49
2 - Subtotal	**537**	8 - Site 8.3	111
3 - Site 3.1	104	8 - Site 8.4	17
3 - Site 3.2	122	**8 - Subtotal**	**201**
3 - Site 3.3	26	9 - Site 9.1	79
3 - Site 3.4	114	9 - Site 9.2	220
3 - Site 3.5	156	**9 - Subtotal**	**299**
3 - Site 3.6	36	10 - Site 10.1	70
3 - Site 3.7	127	10 - Site 10.2	60
3 - Subtotal	**685**	**10 - Subtotal**	**130**
4 - Subtotal	**881**	11 - Site 11.1	32
5 - Site 5.1	233	11 - Site 11.2	93
5 - Site 5.2	222	11 - Site 11.3	24
5 - Site 5.3	263	**11 - Subtotal**	**149**
5 - Site 5.4	251	12 - Site 12.1	35
5 - Subtotal	**969**	12 - Site 12.2	28
6 - Site 6.1	239	12 - Site 12.3	10
6 - Site 6.2	303	12 - Site 12.4	49
6 - Subtotal	**542**	12 - Site 12.5	31
-	**-**	12 - Site 12.6	109
-	**-**	12 - Site 12.7	70
-	**-**	**12 - Subtotal**	**332**
TOTAL			**5,419**

Source: *City of Perris Housing Element* (August 17, 2022); Appendix B.

2. METHODOLOGY

This section documents the analytical methodologies used to assess potential transportation impacts. This study was prepared in accordance with the *City of Perris Transportation Impact Analysis Guidelines for CEQA* (May 12, 2020) ["City Guidelines"] for evaluation of potential transportation impacts in the context of CEQA.

Since the proposed project consists of a plan-level program for the future potential development of residential units, a program-level environmental analysis is appropriate. This analysis evaluates the VMT screening criteria and potential VMT impacts for each of the Housing Opportunity Sites to the extent possible at the program level. Further analysis may be necessary at the project-specific level when and if an actual development is proposed.

SENATE BILL 743 BACKGROUND

California Senate Bill 743 (SB 743) directs the State Office of Planning and Research (OPR) to amend the CEQA Guidelines for evaluating transportation impacts to provide alternatives to Level of Service that "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." In December 2018, the California Natural Resources Agency certified and adopted the updated CEQA Guidelines package. The amended CEQA Guidelines, specifically Section 15064.3, recommend the use of VMT as the primary metric for the evaluation of transportation impacts associated with land use and transportation projects. In general terms, VMT quantifies the amount and distance of automobile travel attributable to a project or region. All agencies and projects State-wide are required to utilize the updated CEQA guidelines recommending use of VMT for evaluating transportation impacts as of July 1, 2020.

The updated CEQA Guidelines allow for lead agency discretion in establishing methodologies and thresholds provided there is substantial evidence to demonstrate that the established procedures promote the intended goals of the legislation. Where quantitative models or methods are unavailable, Section 15064.3 allows agencies to assess VMT qualitatively using factors such as availability of transit and proximity to other destinations. The Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA* (State of California, December 2018) ["OPR Technical Advisory"] provides technical considerations regarding methodologies and thresholds with a focus on office, residential, and retail developments as these projects tend to have the greatest influence on VMT.

CEQA SIGNIFICANT IMPACT CRITERIA

CEQA Guidelines, Appendix G: Environmental Checklist Form consider a significant transportation impact to occur if a project would:

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities;

b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b);

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);

d) Result in inadequate emergency access.

The City Guidelines establish thresholds of significance for addressing questions "a)" and "b)" above regarding transportation impacts.

VMT Thresholds of Significance

As documented in the *City of Perris Housing Implementation Measures Transportation Study* (Ganddini Group, May 2023), the buildout potential for all Housing Opportunity Areas is forecast to generate a total of 36,524 daily trips. Per the City Guidelines, VMT modeling is required since the project is forecast to generate more than 2,500 daily trips. Accordingly, a project would result in a significant project-generated VMT impact if either of the following conditions are satisfied:

- The base model year project-generated VMT per service population exceeds the City of Perris baseline VMT per service population, or
- The future model year project-generated VMT per service population exceeds the City of Perris base year VMT per service population.

The City Guidelines also provide a framework for "screening thresholds" for certain projects that are expected to cause a less than significant impact without conducting a detailed VMT study. The City-established screening criteria are evaluated later in this report in the VMT Screening Assessment section.

VMT Modeling Methodology

In accordance with City Guidelines, VMT modeling was performed using the County of Riverside's travel demand forecasting model, Riverside County Model (RIVCOM). VMT per service population (population plus employment) was calculated for the following scenarios:

- Base year conditions
- Base year plus project conditions
- Horizon year conditions
- Horizon year plus project conditions

Appendix A contains a detailed breakdown by traffic analysis zone (TAZ) of the socio-economic data (SED) inputs used for without and with project conditions in the VMT modeling for the project. The buildout potential for each Housing Opportunity Area site was added to the baseline (i.e., no project) number of households for each TAZ in which the Housing Opportunity Area sites are located. It is noted that the existing RIVCOM model utilizes different ratios of population per household for each project TAZ and those factors also change between the base year and future year models. For consistency with the existing RIVCOM methodology, households were converted to population based on the ratios of total population per household for each project TAZ derived from the current RIVCOM base year and future year models. The following is a summary of the total SED inputs used for base and future year models:

Table 2.
Summary of SED Inputs

	No Project[1, 2]		With Project	
Model Scenario	Households	Population	Households	Population
Base Year (2018)	3,322	13,737	8,741	33,561
Future Year (2045)	8,200	27,375	13,619	44,068

Notes:
1. Source: Western Riverside Council of Governments, Riverside County Transportation Model (RIVCOM).
2. Households and population are based on totals for Housing Opportunity Area TAZs (1803/1804/1805/1807/1809/1841/1845/1857/1860/1862/1863/1866)

3. EXISTING TRANSPORTATION SETTING

This section provides a brief summary of the existing transportation setting as it relates to VMT.

ROADWAY SYSTEM

The northern portion of the City of Perris is generally bordered by the Interstate 215 (I-215) freeway on the west and Harley Knox Boulevard on the north, while the central and southern portions of the City straddle the I-215 freeway. In the southeastern portion of the City, State Route 74 (SR-74) connects to I-215 and continues along 4th Street to the western City limits.

The City of Perris roadway system and functional classifications are described in the City's General Plan Circulation Element. Figure 3 shows the City of Perris Future Roadway Network. This figure shows the nature and extent of arterial and collector highways that are needed to adequately serve the ultimate development depicted by the Land Use Element of the General Plan. As shown on Figure 3, the City's roadway network is classified into five basic classifications: Freeways and Expressways, Primary Arterials, Secondary Arterials, Collector Streets, and Local Streets.

PUBLIC TRANSPORTATION

The City of Perris is currently served with fixed route transit service by the Riverside Transit Agency (RTA). Figure 4 shows the current RTA Transit System Map for the City of Perris. As shown on Figure 4, the City is currently served by RTA Routes 9, 19, 27, 28, 30, 41, 61, and 74. RTA also operates Dial-A-Ride within the City of Perris. Dial-a-Ride is a public, advance reservation service available to eligible seniors and persons with disabilities.

The Riverside County Transportation Commission (RCTC) operates other specialized transportation programs within the City of Perris, including ride-sharing and vanpool services, dial-a-ride, and specialized services for seniors and persons with disabilities.

Rail transportation includes the Metrolink 91/Perris Valley line, which connects from both the Perris Downtown and Perris South stations to Los Angeles Union Station.

NON-MOTORIZED TRANSPORTATION

Figure 5 shows the City of Perris Bikeways Systems map. A shown on Figure 5, the City's bikeway system is comprised of shared-use paths (Class I), on-street bicycle lanes (Class II), buffered bicycle lanes (Class IIB), bicycle routes (Class III), bicycle boulevards (Class IIIB), and separated bikeways (Class IV). Numerous bicycle facilities are planned throughout the City with a concentration of Class II bicycle lanes and Class IIIB bicycle boulevard in the downtown area.

Figure 6 shows the City of Perris Pedestrian Facilities map. The figure identifies crossing facilities, curb treatments, signals and beacons, traffic calming, transit stop amenities, pedestrian-scale lighting, sidewalks and paths, and shared-use paths. As shown on Figure 6, numerous pedestrian facilities are planned throughout the City with a concentration of crossing facilities and traffic calming features in the downtown area.

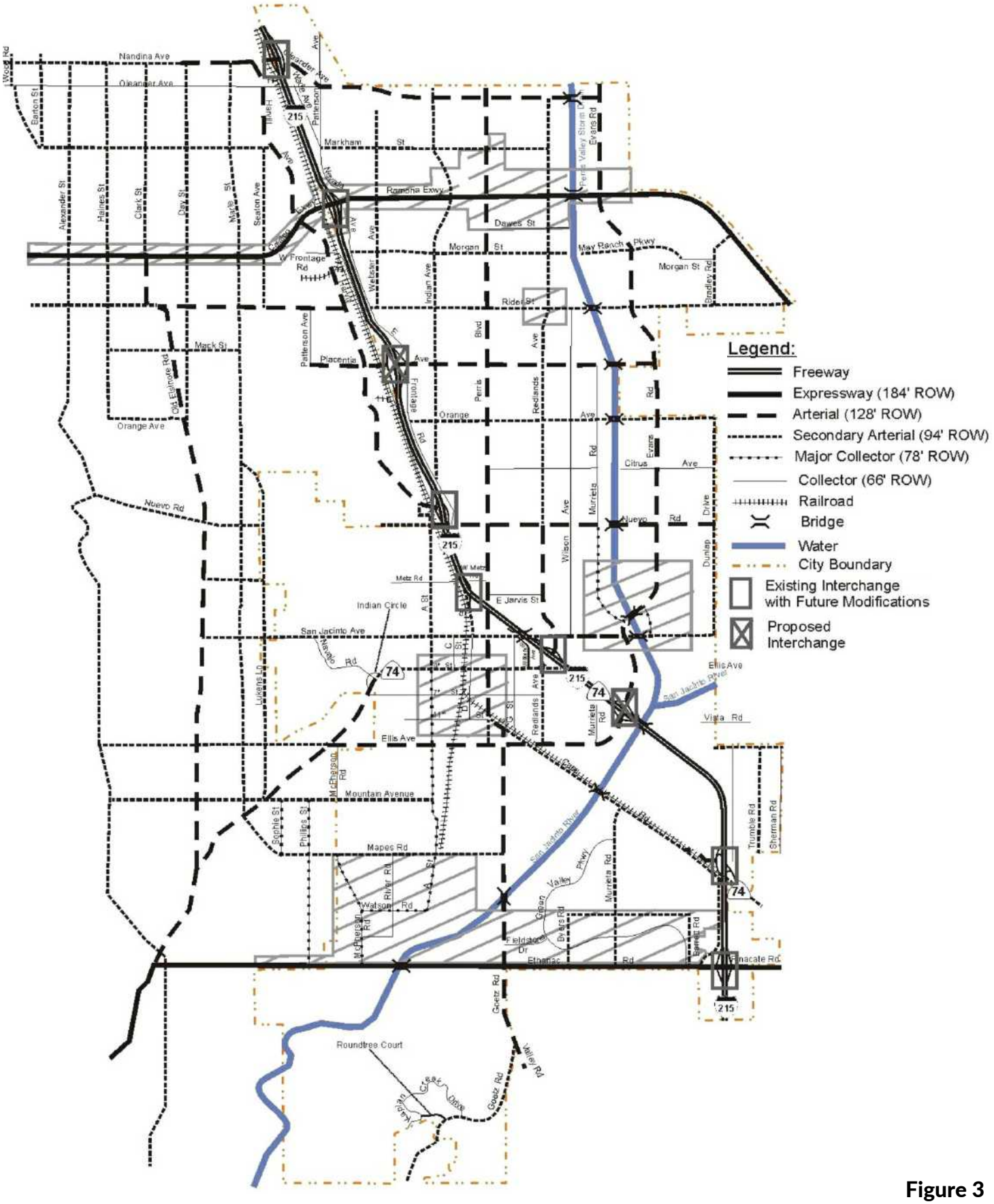


Figure 3
City of Perris Future Roadway Network

Source: City of Perris General Plan (August 2022)

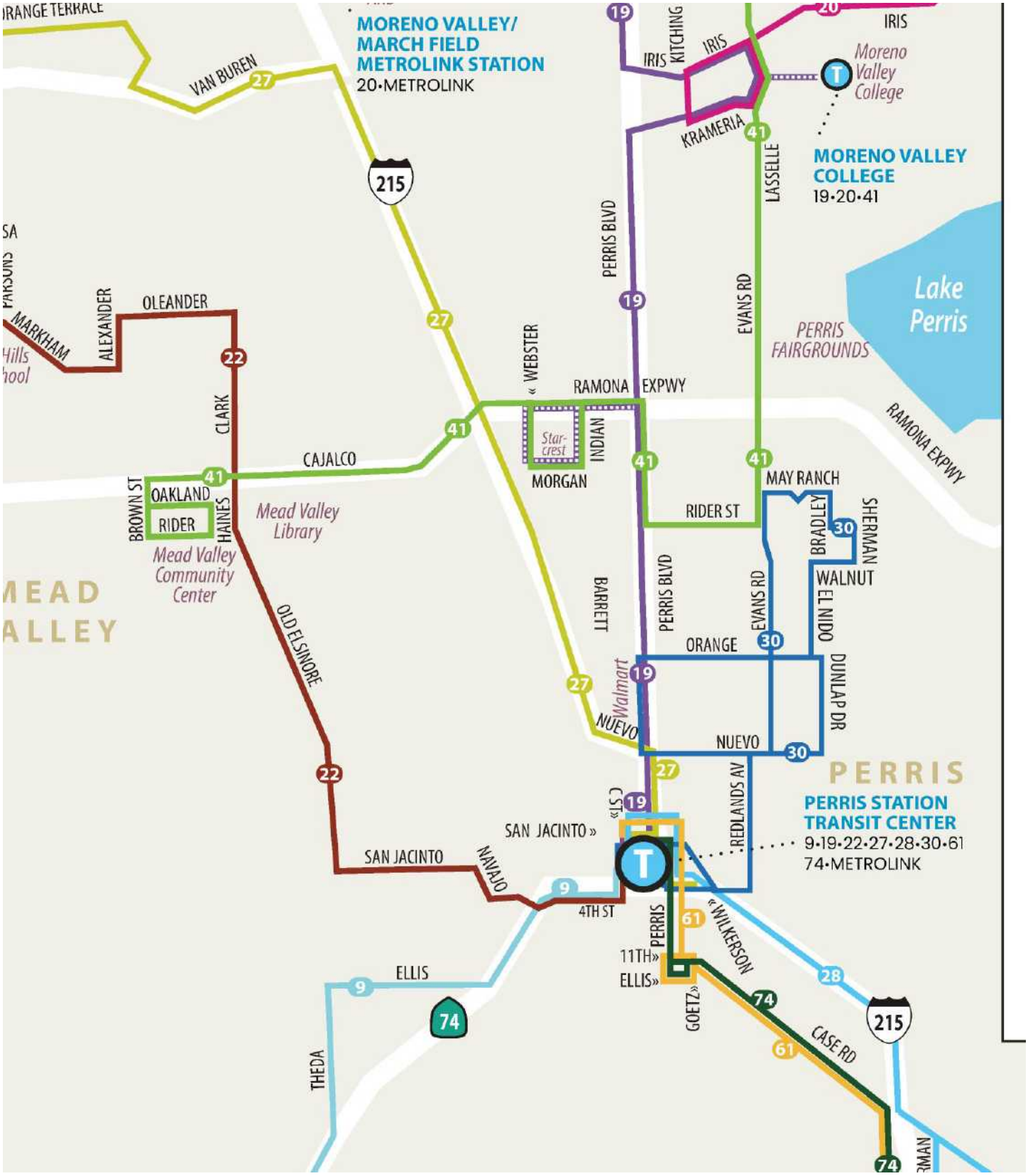


Figure 4
RTA Transit System Map for City of Perris

Source: Riverside Transit Agency

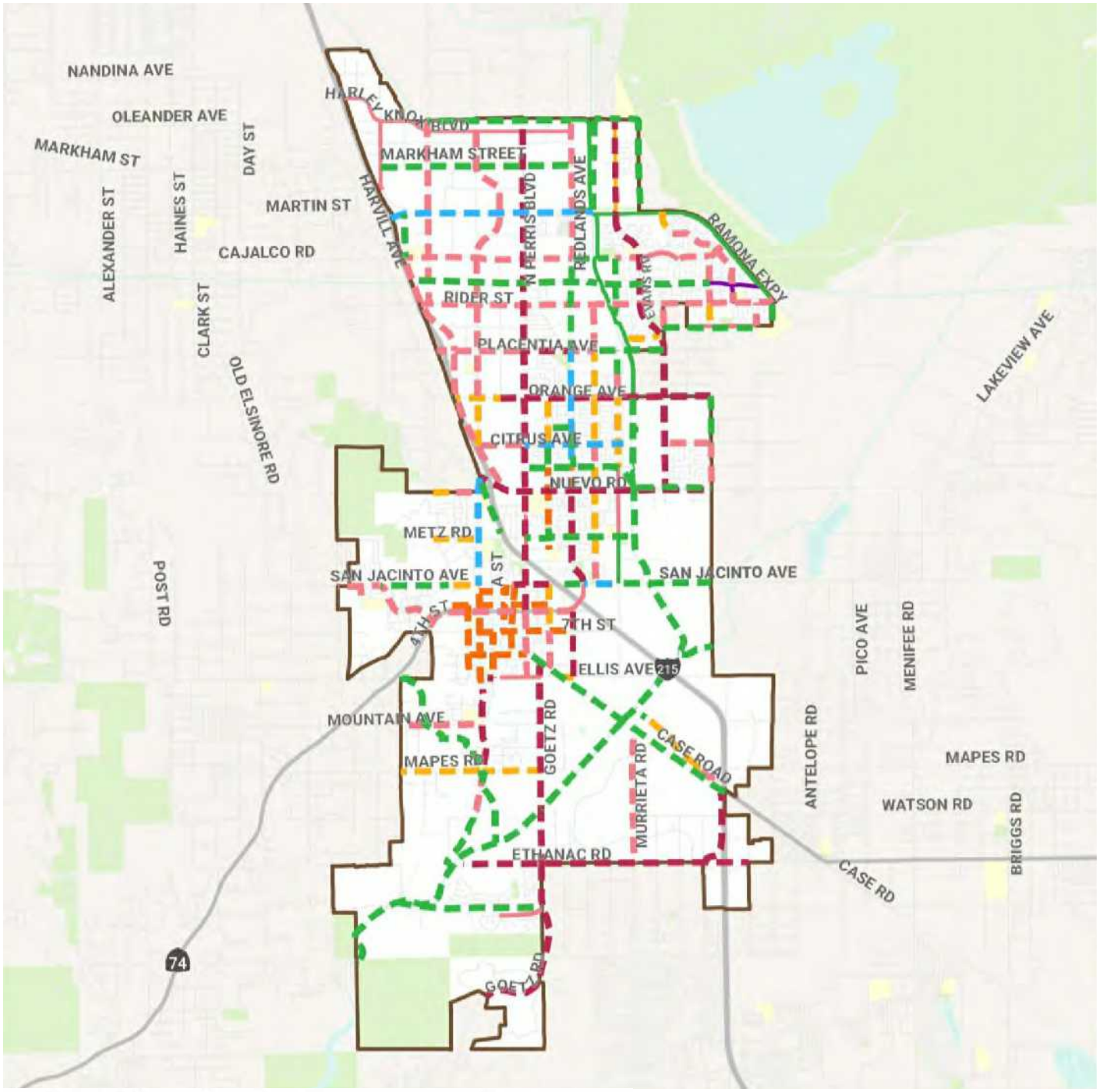


Figure 5
City of Perris Bikeway Systems

Source: City of Perris Active Transportation Plan (December 2020)

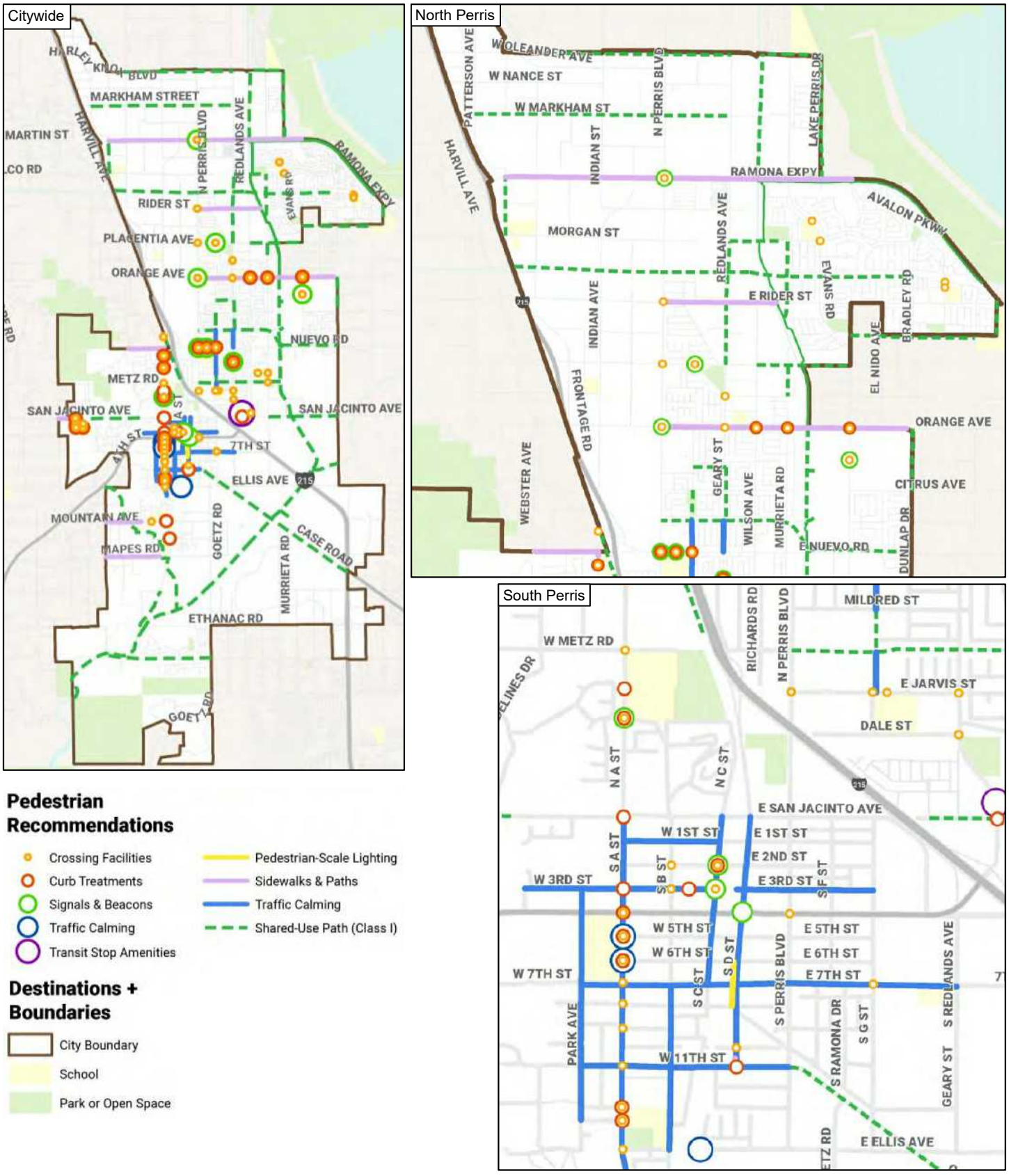


Figure 6
City of Perris Pedestrian Facilities

Source: City of Perris Active Transportation Plan (December 2020))

4. VMT SCREENING ASSESSMENT

This section provides a program-level assessment of the screening thresholds established by the City of Perris. The City Guidelines provide a framework for "screening thresholds" for certain projects that are expected to cause a less than significant impact without conducting a detailed VMT study.

As specified in the City Guidelines, projects that satisfy any one of the following criteria are presumed to result in a less than significant transportation impact in regard to VMT:

A. Is the project 100% affordable housing?
B. Is the project within one-half mile of qualifying transit?
C. Is the project a local serving land use?
D. Is the project in a low VMT area?
E. Are the project's net daily trips less than 500 ADT?

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.

Any actual development proposals under the Housing Overlay implementation that are comprised of 100% affordable housing units would satisfy this screening criteria. Since the Housing Overlay only requires a minimum of 20 percent of units to affordable, implementation of the Housing Overlay plan overall cannot be considered to satisfy this screening criteria.

TRANSIT PRIORITY AREAS

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 mile of an existing major transit stop[1] or an existing stop along a high-quality transit corridor[2] will have a less than significant impact on VMT.

Exhibit B of the City Guidelines illustrate a map of the transit priority areas in the City of Perris. The City Guidelines further note that a presumption of less than significant does not apply if the project:

- Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking);
- Is inconsistent with the applicable Sustainable Communities Strategy (SCS) (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.

[1] Major transit stop is defined as 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. (Pub. Resources Code, § 21064.3)

[2] High-quality transit corridor is defined as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. (Pub. Resources Code, § 21155)

Figure 7 shows a map of the Housing Opportunity Areas relative to the City of Perris Transit Priority Areas. As shown on Figure 7, future development in the following sites may be eligible for Transit Priority Area screening:

- Housing Opportunity Area 2 – All Sites
- Housing Opportunity Area 3 – Site 3.3
- Housing Opportunity Area 9 – All Sites
- Housing Opportunity Area 12 – Sites 12.1 through 12.6

Since the project-specific design features such as parking supply relative to City requirements, consistency with the RTP/SCS, and displacement of affordable units cannot be determined at the program-level, further assessment would be required at the project-specific level to verify TPA screening for the above sites.

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. The City Guidelines include a list of local serving uses, primarily consisting of retail, educational, and municipal/public services. Since future development proposals under the Housing Overlay would consist of residential uses, implementation of the Housing Overlay plan overall cannot be considered to satisfy this screening criteria.

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.

The City Guidelines establish that low VMT screening may be performed using WRCOG's web-based VMT tool for projects that are forecast to generate less than 2,500 daily trips. Since the overall Housing Overlay plan is forecast to generate more than 2,500 daily trips, VMT modeling is required to assess the overall impact of future development under the Housing Overlay. VMT modeling and impact analysis is provided in the following section.

Net Daily Trips

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. Appendix B of the City Guidelines provides additional discussion and analysis regarding the application of the 500 ADT screening criteria and how it has been established within the context of CEQA.

As previously noted and documented in the *City of Perris Housing Implementation Measures Transportation Study* (Ganddini Group, May 2023), the buildout potential for all Housing Opportunity Areas is forecast to generate a total of 36,524 daily trips. Therefore, this screening criteria is not met.

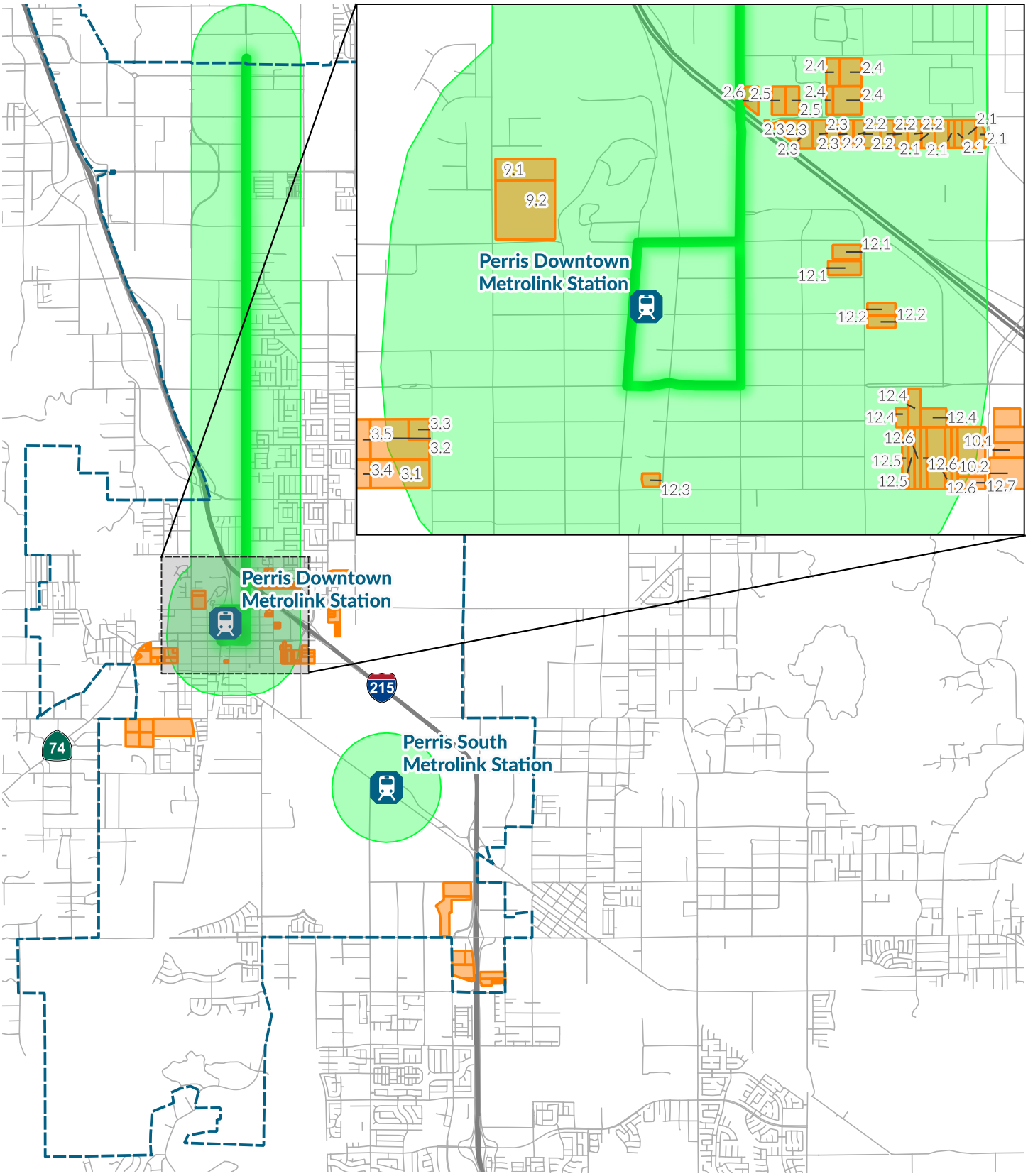


Figure 7
City of Perris Transit Priority Areas

5. VMT MODELING/IMPACT ANALYSIS

This section presents the findings of the VMT modeling and impacts.

OVERALL VMT IMPACTS

As previously noted, VMT modeling was performed using the County of Riverside's RIVCOM regional travel demand model. A summary of the SED inputs used is shown in the Methodology section and Appendix A contains a detailed breakdown by TAZ. Total passenger car VMT was calculated using the VMT post-processing tool integrated into the RIVCOM model.

Table 3 shows the daily VMT estimates for the City of Perris for the base year (2018) and future year (2045) conditions without and with the Housing Overlay. Table 3 also shows the threshold of significance, which was determined based on linear interpolation between the base year (2018) and future year (2045) model results for without Housing Overlay conditions.

Table 3.
Daily VMT Estimates

Scenario	City of Perris			Significant Impact?
	VMT	SP	VMT/SP	
2018 Without Housing Overlay	2,492,699	92,552	30.3	-
2018 With Housing Overlay	2,844,890	112,376	28.7	**No**
2045 Without Housing Overlay	4,464,588	164,849	30.5	-
2045 With Housing Overlay	4,767,636	181,542	29.5	**No**
Threshold of Significance: City of Perris Baseline (2023)			30.4	-

Notes:
1. Source: Western Riverside Council of Governments, Riverside County Transportation Model (RIVCOM).
2. VMT = Vehicle Miles Traveled; SP = Service Population (population plus employment)
3. Baseline (2023) VMT/SP was derived from linear interpolation between the 2018 and 2045 no project scenarios.

As shown Table 3, the City of Perris baseline VMT per service population is equal 30.4. In accordance with the City-established thresholds, the project would result in a significant impact if base model year or future model year project-generated VMT per service population exceeds 30.4.

As shown Table 3, the base model year (2018) with Housing Overlay buildout is forecast to result in a Citywide VMT per service population of 28.7, which does not exceed the City of Perris baseline VMT per service population of 30.4. The future model year (2045) with Housing Overlay buildout is forecast to result in a Citywide VMT per service population of 29.5, which does not exceed the City of Perris baseline VMT per service population of 30.4. Therefore, buildout of the overall Housing Overlay is forecast to result in a less than significant impact based on the City-established thresholds for VMT.

SITE-SPECIFIC VMT ESTIMATES

Although implementation of the overall Housing Overlay would result in a less than significant impact, individual Housing Opportunity Area sites may exceed the Citywide baseline VMT per service population and would require further review at the project-specific level. To aid in implementation of the Housing Overlay, the project (i.e., net change with Housing Overlay) VMT per service population was calculated for each individual Housing Opportunity Area site as summarized in Appendix B. Table 4 summarizes the net change in VMT per service population (i.e., project-generated VMT) for each Housing Opportunity Area site with implementation of the Housing Overlay.

Table 4
Housing Opportunity Area Sites Net VMT Per Service Population

Area	Site No.	TAZ	Net Project VMT/SP (Baseline 2023)	Low/High VMT Impact	Area	Site No.	TAZ	Net Project VMT/SP (Baseline 2023)	Low/High VMT Impact
1	1.1	1804	15.9	Low	7	7.1	1863	22.9	Low
2	2.1	1803	14.4	Low	7	7.2	1863	22.9	Low
2	2.2	1803	14.4	Low	7	7.3	1863	22.9	Low
2	2.3	1803	14.4	Low	7	7.4	1863	22.9	Low
2	2.4	1803	14.4	Low	8	8.1	1862	20.0	Low
2	2.5	1803	14.4	Low	8	8.2	1862	20.0	Low
2	2.6	1803	14.4	Low	8	8.3	1862	20.0	Low
3	3.1	1809	16.2	Low	8	8.4	1862	20.0	Low
3	3.2	1809	16.2	Low	9	9.1	1841	20.6	Low
3	3.3	1809	16.2	Low	9	9.2	1841	20.6	Low
3	3.4	1809	16.2	Low	10	10.1	1886	19.4	Low
3	3.5	1809	16.2	Low	10	10.2	1886	19.4	Low
3	3.6	1809	16.2	Low	11	11.1	1845	24.5	Low
3	3.7	1809	16.2	Low	11	11.2	1845	24.5	Low
4	4.1	1857	17.6	Low	11	11.3	1845	24.5	Low
5	5.1	1857	17.6	Low	12	12.1	1805	7.2	Low
5	5.2	1857	17.6	Low	12	12.2	1886	20.2	Low
5	5.3	1857	17.6	Low	12	12.3	1807	<0	Low
5	5.4	1857	17.6	Low	12	12.4	1886	19.4	Low
6	6.1	1860	22.7	Low	12	12.5	1886	19.4	Low
6	6.2	1860	22.7	Low	12	12.6	1886	19.4	Low
					12	12.7	1886	19.4	Low

Notes:

1. TAZ = Traffic Analysis Zone; VMT = Vehicle Miles Traveled; SP = Service Population
2. Low impact is defined as net project VMT/SP that does not exceed the City of Perris baseline 30.4 VMT/SP.

As shown in Table 4, all of the Housing Opportunity Area sites are forecast to have a low VMT impact (i.e., the net effect of development on the site per the Housing Overlay would not exceed the City of Perris baseline VMT per service population of 30.4).

6. CEQA IMPACTS

This section provides an assessment of the Housing Overlay relative to the CEQA Guidelines, Appendix G: Environmental Checklist Form. A significant transportation impact would occur if a project would:

a) *Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities;*

b) *Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b);*

Items a) and b) impact:
Less Than Significant With Mitigation Incorporated

Based on the VMT modeling presented in the previous section, buildout of the overall Housing Overlay is forecast to result in a less than significant impact based on the City-established thresholds for VMT. Specifically, the base model year (2018) with Housing Overlay buildout is forecast to result in a Citywide VMT per service population of 28.7, which does not exceed the City of Perris baseline VMT per service population of 30.4. The future model year (2045) with Housing Overlay buildout is forecast to result in a Citywide VMT per service population of 29.5, which does not exceed the City of Perris baseline VMT per service population of 30.4.

c) *Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);*

d) *Result in inadequate emergency access.*

Items c) and d) impact:
Less Than Significant

In accordance with the City of Perris development review procedures and standard conditions of approval, future development proposals would be required to adhere to the following or similar conditions that would ensure projects do not substantially increase hazards due to geometric design features or incompatible uses:

- A construction work site traffic control plan shall comply with State standards set forth in the California Manual of Uniform Traffic Control Devices and shall be submitted to the City of Perris for review and approval prior to the issuance of a grading permit or start of construction. The plan shall identify any roadway, sidewalk, bike route, or bus stop closures and detours as well as haul routes and hours of operation. All construction-related trips shall be restricted to off-peak hours to the extent possible.

- All on-site and off-site roadway design, traffic signing and striping, and traffic control improvements relating to the proposed project shall be constructed in accordance with applicable State/Federal engineering standards to the satisfaction of the City of Perris.

- Site-adjacent roadways shall be constructed or repaired at their ultimate half-section width, including landscaping and parkway improvements in conjunction with development, or as otherwise required by the City of Perris.

- Adequate emergency vehicle access shall be provided to the satisfaction of the Riverside County Fire Authority.

- The final grading, landscaping, and street improvement plans shall demonstrate that sight distance requirements are met in accordance with applicable City of Perris/California Department of transportation sight distance standards.

7. CONCLUSIONS

This section summarizes the findings and mitigation measures (if any) identified in previous sections of this study.

VMT Screening Assessment

Subject to further review of site-specific project design features such as parking supply relative to City requirements, consistency with the RTP/SCS, and displacement of affordable units, future development in the following sites may be eligible for Transit Priority Area screening:

- Housing Opportunity Area 2 – All Sites
- Housing Opportunity Area 3 – Site 3.3
- Housing Opportunity Area 9 – All Sites
- Housing Opportunity Area 12 – Sites 12.1 through 12.6

Since the project-specific design features such as parking supply relative to City requirements, consistency with the RTP/SCS, and displacement of affordable units cannot be determined at the program-level, further assessment would be required at the project-specific level to verify TPA screening for the above sites.

VMT Impacts

The base model year (2018) with Housing Overlay buildout is forecast to result in a Citywide VMT per service population of 28.7, which does not exceed the City of Perris baseline VMT per service population of 30.4. The future model year (2045) with Housing Overlay buildout is forecast to result in a Citywide VMT per service population of 29.5, which does not exceed the City of Perris baseline VMT per service population of 30.4. Therefore, buildout of the overall Housing Overlay is forecast to result in a less than significant impact based on the City-established thresholds for VMT.

All of the Housing Opportunity Area sites are forecast to have a low VMT impact (i.e., the net effect of development on the site per the Housing Overlay would not exceed the City of Perris baseline VMT per service population of 30.4).

Mitigation Measures

No mitigation measures are recommended since implementation of the housing overlay is forecast to result in a less than significant VMT impact.

APPENDICES

Appendix A RIVCOM Socio-Economic Data Inputs
Appendix B VMT by Housing Opportunity Site

APPENDIX A

RIVCOM SOCIO-ECONOMIC DATA INPUTS

DRAFT


W NUEVO RD
E NUEVO RD
N A ST
N PERRIS BLVD
REDLANDS AVE
EVANS RD
MURRIETA RD
ESCONDIDO FWY
W SAN JACINTO AVE
SAN JACINTO AVE
S C ST
N D ST
NAVAJO RD
W 4TH ST
E 4TH ST
DUNLAP DR
7TH ST
W 7TH ST
STATE HIGHWAY 74
S D ST
S G ST
S REDLANDS BLVD
W 11TH ST
S PERRIS BLVD
E ELLIS AVE
CASE RD
MOUNTAIN AVE
S PERRIS METROLINK STATION RD
VISTA RD
SUNPARK DR
S A ST
MAPES RD
MCPHERSON RDd
GOETZ RD
MURRIETA RD
ESCONDIDO FWY
BONNIE DR
TRUMBLE RD
SHERMAN RD
S WATSON RD
ETHANAC RD
CASE RD
ENCANTO
1841
1803
1804
1845
1805
1809
1807
1866
1857
1860
1863
1862
12.1
12.2
12.3
12.4/12.5/12.6/12.7
1
2
3
4
5
6
7
8
9
10
11

Site 2

Tier 1 TAZ 1803/Tier2 SCAG TAZ 43312100	TotPop	RES	POP5_17	POP18_24	POP16_64	POP65P	Households	HH-wrk0	HH-wrk1	HH-wrk2	HH-wrk3	HH_size1	HH_size2	HH_size3	HH_size4	SFDU	MFDU	LINC_HH	MINC_HH	HINC_HH	VHINC_HH	HHPopulation	TotEmp
2018 Baseline SE Data	1781	1781	458	204	1075	134	457	70	228	128	31	36	61	75	286	131	326	275	138	31	12	1781	160
2018 Baseline SE Data Ratio			0.245	0.109	0.575	0.072	1.000	0.153	0.499	0.280	0.068	0.079	0.133	0.164	0.624					0.721	0.279		
Project SED	2093	2093	512	228	1202	150	537	82	268	150	36	42	72	88	335		537	537	0	0	0	2093	
2018 With Project SED	3874	3874	970	432	2277	284	994	152	496	278	67	78	133	163	621	131	863	812	138	31	12	3874	160
Tier 1 TAZ 1803/Tier2 SCAG TAZ 43312100	TotPop	RES	POP5_17	POP18_24	POP16_64	POP65P	Households	HH-wrk0	HH-wrk1	HH-wrk2	HH-wrk3	HH_size1	HH_size2	HH_size3	HH_size4	SFDU	MFDU	LINC_HH	MINC_HH	HINC_HH	VHINC_HH	HHPopulation	TotEmp
2045 Buildout Year SE Data	3377	3364	656	295	1980	676	1019	266	396	275	82	330	148	98	443	14	1005	453	327	174	65	3377	229
2045 Buildout Year Ratio			0.182	0.082	0.549	0.187	1.000	0.261	0.389	0.270	0.080	0.324	0.145	0.096	0.435					0.728	0.272		
Project SED	1780	1780	324	146	977	334	537	140	209	145	43	174	78	52	233		537	537	0	0	0	1780	
2045 With Project SED	5157	5144	980	441	2957	1010	1556	406	605	420	125	504	226	150	676	14	1542	990	327	174	65	5157	229

Site 1

Tier 1 TAZ 1804/Tier2 SCAG TAZ 43320100	TotPop	RES	POP5_17	POP18_24	POP16_64	POP65P	Households	HH-wrk0	HH-wrk1	HH-wrk2	HH-wrk3	HH_size1	HH_size2	HH_size3	HH_size4	SFDU	MFDU	LINC_HH	MINC_HH	HINC_HH	VHINC_HH	HHPopulation	TotEmp
2018 Baseline SE Data	5166	5162	1419	580	3283	292	1112	124	482	391	115	66	74	130	842	919	192	215	573	261	62	5162	180
2018 Baseline SE Data Ratio			0.255	0.104	0.589	0.052	1.000	0.112	0.433	0.352	0.103	0.059	0.067	0.117	0.757					0.808	0.192		
Project SED	1485	1485	378	155	875	78	320	36	139	113	33	19	21	37	242		320	64	64	155	37	1485	
2018 With Project SED	6651	6647	1797	735	4158	370	1432	160	621	504	148	85	95	167	1084	919	512	279	637	416	99	6647	180
Tier 1 TAZ 1804/Tier2 SCAG TAZ 43320100	TotPop	RES	POP5_17	POP18_24	POP16_64	POP65P	Households	HH-wrk0	HH-wrk1	HH-wrk2	HH-wrk3	HH_size1	HH_size2	HH_size3	HH_size4	SFDU	MFDU	LINC_HH	MINC_HH	HINC_HH	VHINC_HH	HHPopulation	TotEmp
2045 Buildout Year SE Data	6817	6813	1347	670	4011	1216	1709	328	781	499	101	327	230	174	977	820	889	518	704	366	120	6817	227
2045 Buildout Year Ratio			0.186	0.092	0.554	0.168	1.000	0.192	0.457	0.292	0.059	0.191	0.135	0.102	0.572					0.753	0.247		
Project SED	1276	1276	237	118	707	214	320	61	146	93	19	61	43	33	183		320	64	64	145	47	1276	
2045 With Project SED	8093	8089	1584	788	4718	1430	2029	389	927	592	120	388	273	207	1160	820	1209	582	768	511	167	8093	227

Site 12.1

Tier 1 TAZ 1805/Tier2 SCAG TAZ 43312400	TotPop	RES	POP5_17	POP18_24	POP16_64	POP65P	Households	HH-wrk0	HH-wrk1	HH-wrk2	HH-wrk3	HH_size1	HH_size2	HH_size3	HH_size4	SFDU	MFDU	LINC_HH	MINC_HH	HINC_HH	VHINC_HH	HHPopulation	TotEmp
2018 Baseline SE Data	495	492	130	43	303	40	117	20	63	28	5	9	17	21	70	45	72	68	39	8	3	492	896
2018 Baseline SE Data Ratio			0.252	0.083	0.587	0.078	0.991	0.171	0.538	0.239	0.043	0.077	0.145	0.179	0.598					0.727	0.273		
Project SED	147	147	37	12	86	11	35	6	19	8	1	3	5	6	21		35	35	0	0	0	147	
2018 With Project SED	642	639	167	55	389	51	152	26	82	36	6	12	22	27	91	45	107	103	39	8	3	639	896
Tier 1 TAZ 1805/Tier2 SCAG TAZ 43312400	TotPop	RES	POP5_17	POP18_24	POP16_64	POP65P	Households	HH-wrk0	HH-wrk1	HH-wrk2	HH-wrk3	HH_size1	HH_size2	HH_size3	HH_size4	SFDU	MFDU	LINC_HH	MINC_HH	HINC_HH	VHINC_HH	HHPopulation	TotEmp
2045 Buildout Year SE Data	1465	1462	254	118	862	345	457	148	174	98	38	171	61	64	161	346	111	180	151	92	34	1465	1265
2045 Buildout Year Ratio			0.161	0.075	0.546	0.218	1.002	0.324	0.381	0.214	0.083	0.374	0.133	0.140	0.352					0.730	0.270		
Project SED	112	112	18	8	61	25	35	11	13	8	3	13	5	5	12		35	35	0	0	0	112	
2045 With Project SED	1577	1574	272	126	923	370	492	159	187	106	41	184	66	69	173	346	146	215	151	92	34	1577	1265

Site 12.3

Tier 1 TAZ 1807/Tier2 SCAG TAZ 43312300	TotPop	RES	POP5_17	POP18_24	POP16_64	POP65P	Households	HH-wrk0	HH-wrk1	HH-wrk2	HH-wrk3	HH_size1	HH_size2	HH_size3	HH_size4	SFDU	MFDU	LINC_HH	MINC_HH	HINC_HH	VHINC_HH	HHPopulation	TotEmp
2018 Baseline SE Data	3419	3415	884	394	2131	229	790	135	350	226	79	58	63	128	541	563	227	464	225	100	1	3419	195
2018 Baseline SE Data Ratio			0.243	0.108	0.586	0.063	1.000	0.171	0.443	0.286	0.100	0.073	0.080	0.162	0.685					0.990	0.010		
Project SED	43	43	11	5	25	3	10	2	4	3	1	1	1	2	7		10	0	10	0	0	43	
2018 With Project SED	3462	3458	895	399	2156	232	800	137	354	229	80	59	64	130	548	563	237	464	235	100	1	3462	195
Tier 1 TAZ 1807/Tier2 SCAG TAZ 43312300	TotPop	RES	POP5_17	POP18_24	POP16_64	POP65P	Households	HH-wrk0	HH-wrk1	HH-wrk2	HH-wrk3	HH_size1	HH_size2	HH_size3	HH_size4	SFDU	MFDU	LINC_HH	MINC_HH	HINC_HH	VHINC_HH	HHPopulation	TotEmp
2045 Buildout Year SE Data	4888	4884	936	464	2857	934	1319	274	613	351	81	153	85	472	609	1169	150	567	437	247	68	4888	509
2045 Buildout Year Ratio			0.180	0.089	0.550	0.180	1.000	0.208	0.465	0.266	0.061	0.116	0.064	0.358	0.462					0.784	0.216		
Project SED	37	37	7	3	20	7	10	2	5	3	1	1	1	4	5		10	0	10	0	0	37	
2045 With Project SED	4925	4921	943	467	2877	941	1329	276	618	354	82	154	86	476	614	1169	160	567	447	247	68	4925	509

Site 3

Tier 1 TAZ 1809/Tier2 SCAG TAZ 43312300	TotPop	RES	POP5_17	POP18_24	POP16_64	POP65P	Households	HH-wrk0	HH-wrk1	HH-wrk2	HH-wrk3	HH_size1	HH_size2	HH_size3	HH_size4	SFDU	MFDU	LINC_HH	MINC_HH	HINC_HH	VHINC_HH	HHPopulation	TotEmp
2018 Baseline SE Data	864	864	223	100	538	58	193	33	85	55	19	14	15	31	132	138	55	113	55	25	0	864	52
2018 Baseline SE Data Ratio			0.243	0.109	0.585	0.063	0.995	0.171	0.440	0.285	0.098	0.073	0.078	0.161	0.688					1.000	0.000		
Project SED	3067	3067	744	334	1795	194	685	121	302	195	67	50	54	111	471		685	673	12	0	0	3067	
2018 With Project SED	3931	3931	967	434	2333	252	878	154	387	250	86	64	69	142	603	138	740	786	67	25	0	3931	52
Tier 1 TAZ 1809/Tier2 SCAG TAZ 43312300	TotPop	RES	POP5_17	POP18_24	POP16_64	POP65P	Households	HH-wrk0	HH-wrk1	HH-wrk2	HH-wrk3	HH_size1	HH_size2	HH_size3	HH_size4	SFDU	MFDU	LINC_HH	MINC_HH	HINC_HH	VHINC_HH	HHPopulation	TotEmp
2045 Buildout Year SE Data	1943	1941	372	185	1136	371	581	121	270	155	36	68	37	208	268	572	9	250	193	109	30	1943	161
2045 Buildout Year Ratio			0.180	0.090	0.550	0.180	1.002	0.208	0.465	0.267	0.062	0.117	0.064	0.358	0.461					0.784	0.216		
Project SED	2291	2291	413	205	1261	412	685	141	318	183	42	80	44	245	316		685	673	12	0	0	2291	
2045 With Project SED	4234	4232	785	390	2397	783	1266	262	588	338	78	148	81	453	584	572	694	923	205	109	30	4234	161

Site 9

Tier 1 TAZ 1841/Tier2 SCAG TAZ 43312400	TotPop	RES	POP5_17	POP18_24	POP16_64	POP65P	Households	HH-wrk0	HH-wrk1	HH-wrk2	HH-wrk3	HH_size1	HH_size2	HH_size3	HH_size4	SFDU	MFDU	LINC_HH	MINC_HH	HINC_HH	VHINC_HH	HHPopulation	TotEmp
2018 Baseline SE Data	747	743	196	65	458	60	210	37	114	50	10	17	30	37	126	81	129	121	70	13	5	743	792
2018 Baseline SE Data Ratio			0.252	0.083	0.588	0.077	1.005	0.176	0.543	0.238	0.048	0.081	0.143	0.176	0.600					0.722	0.278		
Project SED	1058	1058	266	88	622	81	299	51	162	71	14	24	43	53	179		299	123	44	95	37	1058	
2018 With Project SED	1805	1801	462	153	1080	141	509	88	276	121	24	41	73	90	305	81	428	244	114	108	42	1801	792
Tier 1 TAZ 1841/Tier2 SCAG TAZ 43312400	TotPop	RES	POP5_17	POP18_24	POP16_64	POP65P	Households	HH-wrk0	HH-wrk1	HH-wrk2	HH-wrk3	HH_size1	HH_size2	HH_size3	HH_size4	SFDU	MFDU	LINC_HH	MINC_HH	HINC_HH	VHINC_HH	HHPopulation	TotEmp
2045 Buildout Year SE Data	2208	2203	383	179	1300	521	723	234	274	155	59	270	97	101	255	634	89	284	240	146	53	2208	1011
2045 Buildout Year Ratio			0.161	0.075	0.546	0.219	0.999	0.324	0.379	0.214	0.082	0.373	0.134	0.140	0.353					0.734	0.266		
Project SED	913	913	147	69	498	200	299	97	113	64	24	112	40	42	105		299	123	44	97	35	913	
2045 With Project SED	3121	3116	530	248	1798	721	1022	331	387	219	83	382	137	143	360	634	388	407	284	243	88	3121	1011

Site 11

Tier 1 TAZ 1845/Tier2 SCAG TAZ 43329300	TotPop	RES	POP5_17	POP18_24	POP16_64	POP65P	Households	HH-wrk0	HH-wrk1	HH-wrk2	HH-wrk3	HH_size1	HH_size2	HH_size3	HH_size4	SFDU	MFDU	LINC_HH	MINC_HH	HINC_HH	VHINC_HH	HHPopulation	TotEmp
2018 Baseline SE Data	27	27	4	5	19	1	7	1	3	3	0	0	0	1	6	2	5	3	4	0	0	27	62
2018 Baseline SE Data Ratio			0.138	0.172	0.655	0.034	1.000	0.143	0.429	0.429	0.000	0.000	0.000	0.143	0.857					0.000	0.000		
Project SED	575	575	79	99	377	20	149	21	64	64	0	0	0	21	128		149	117	32	0	0	575	

2018 With Project SED	602	602	83	104	396	21	156	22	67	67	0	0	0	22	134	2	154	120	36	0	0	602	62		
Tier 1 TAZ 1845/Tier2 SCAG TAZ 43329300	TotPop	RES	POP5_17	POP18_24	POP16_64	POP65P	Households	HH-wrk0	HH-wrk1	HH-wrk2	HH-wrk3	HH_size1	HH_size2	HH_size3	HH_size4	SFDU	MFDU	LINC_HH	MINC_HH	HINC_HH	VHINC_HH	HHPopulation	**TotEmp**		
2045 Buildout Year SE Data	730	730	103	59	394	214	263	73	136	46	8	73	77	35	78	1	262	93	94	51	25	730	1002		
2045 Buildout Year Ratio			0.134	0.077	0.512	0.278	1.000	0.278	0.517	0.175	0.030	0.278	0.293	0.133	0.297					0.671	0.329				
Project SED	414	414	55	32	212	115	149	41	77	26	5	41	44	20	44		149	117	32	0	0	414			
2045 With Project SED	1144	1144	158	91	606	329	412	114	213	72	13	114	121	55	122	1	411	210	126	51	25	1144	1002		

Site 4 & 5

Tier 1 TAZ 1857/Tier2 SCAG TAZ 43313600	TotPop	RES	POP5_17	POP18_24	POP16_64	POP65P	Households	HH-wrk0	HH-wrk1	HH-wrk2	HH-wrk3	HH_size1	HH_size2	HH_size3	HH_size4	SFDU	MFDU	LINC_HH	MINC_HH	HINC_HH	VHINC_HH	HHPopulation	**TotEmp**		
2018 Baseline SE Data	677	677	155	51	448	75	169	31	93	42	3	22	25	23	99	100	69	79	72	15	3	677	128		
2018 Baseline SE Data Ratio			0.213	0.070	0.615	0.103	1.000	0.183	0.550	0.249	0.018	0.130	0.148	0.136	0.586					0.833	0.167				
Project SED	7411	7411	1576	518	4554	762	1850	339	1018	460	33	241	274	252	1084		1850	455	690	588	118	7411			
2018 With Project SED	8088	8088	1731	569	5002	837	2019	370	1111	502	36	263	299	275	1183	100	1919	534	762	603	121	8088	128		
Tier 1 TAZ 1857/Tier2 SCAG TAZ 43313600	TotPop	RES	POP5_17	POP18_24	POP16_64	POP65P	Households	HH-wrk0	HH-wrk1	HH-wrk2	HH-wrk3	HH_size1	HH_size2	HH_size3	HH_size4	SFDU	MFDU	LINC_HH	MINC_HH	HINC_HH	VHINC_HH	HHPopulation	**TotEmp**		
2045 Buildout Year SE Data	2135	2135	346	161	1219	531	703	190	343	143	27	111	110	246	236	416	287	255	250	145	53	2135	143		
2045 Buildout Year Ratio			0.153	0.071	0.540	0.235	1.000	0.270	0.488	0.203	0.038	0.158	0.156	0.350	0.336					0.732	0.268				
Project SED	5618	5618	861	401	3034	1322	1850	500	903	376	71	292	289	647	621		1850	455	690	516	189	5618			
2045 With Project SED	7753	7753	1207	562	4253	1853	2553	690	1246	519	98	403	399	893	857	416	2137	710	940	661	242	7753	143		

Site 6

Tier 1 TAZ 1860/Tier2 SCAG TAZ 43321200	TotPop	RES	POP5_17	POP18_24	POP16_64	POP65P	Households	HH-wrk0	HH-wrk1	HH-wrk2	HH-wrk3	HH_size1	HH_size2	HH_size3	HH_size4	SFDU	MFDU	LINC_HH	MINC_HH	HINC_HH	VHINC_HH	HHPopulation	**TotEmp**		
2018 Baseline SE Data	0	0	4	3	12	6	9	3	4	2	0	4	2	1	2	0	0	0	0	3	0	0	619		
2018 Baseline SE Data Ratio			0.160	0.120	0.480	0.240	1.000	0.333	0.444	0.222	0.000	0.444	0.222	0.111	0.222					1.000	0.000				
Project SED	1385	1385	222	166	665	332	542	181	241	120	0	241	120	60	120		542	107	107	328	0	1385			
2018 With Project SED	1385	1385	222	166	665	332	542	181	241	120	0	241	120	60	120	0	542	107	107	328	0	1385	619		
Tier 1 TAZ 1860/Tier2 SCAG TAZ 43321200	TotPop	RES	POP5_17	POP18_24	POP16_64	POP65P	Households	HH-wrk0	HH-wrk1	HH-wrk2	HH-wrk3	HH_size1	HH_size2	HH_size3	HH_size4	SFDU	MFDU	LINC_HH	MINC_HH	HINC_HH	VHINC_HH	HHPopulation	**TotEmp**		
2045 Buildout Year SE Data	2766	2765	296	179	1469	972	1000	271	410	266	54	217	204	227	352	585	417	334	346	225	94	2766	853		
2045 Buildout Year Ratio			0.102	0.061	0.504	0.333	1.001	0.271	0.410	0.266	0.054	0.217	0.204	0.227	0.352					0.705	0.295				
Project SED	1499	1499	152	92	755	500	542	146	222	144	29	118	111	123	191		542	107	107	231	97	1499			
2045 With Project SED	4265	4264	448	271	2224	1472	1542	417	632	410	83	335	315	350	543	585	959	441	453	456	191	4265	853		

Site 8

Tier 1 TAZ 1862/Tier2 SCAG TAZ 43334300	TotPop	RES	POP5_17	POP18_24	POP16_64	POP65P	Households	HH-wrk0	HH-wrk1	HH-wrk2	HH-wrk3	HH_size1	HH_size2	HH_size3	HH_size4	SFDU	MFDU	LINC_HH	MINC_HH	HINC_HH	VHINC_HH	HHPopulation	**TotEmp**		
2018 Baseline SE Data	0	0	6	4	20	6	11	5	3	2	1	3	2	2	5	0	0	5	4	2	0	0	0		
2018 Baseline SE Data Ratio			0.167	0.111	0.556	0.167	1.000	0.455	0.273	0.182	0.091	0.250	0.167	0.167	0.417					1.000	0.000				
Project SED	621	621	104	69	345	104	201	91	55	37	18	50	34	34	84		201	196	5	0	0	621			
2018 With Project SED	621	621	104	69	345	104	201	91	55	37	18	50	34	34	84	0	201	196	5	0	0	621	0		
Tier 1 TAZ 1862/Tier2 SCAG TAZ 43334300	TotPop	RES	POP5_17	POP18_24	POP16_64	POP65P	Households	HH-wrk0	HH-wrk1	HH-wrk2	HH-wrk3	HH_size1	HH_size2	HH_size3	HH_size4	SFDU	MFDU	LINC_HH	MINC_HH	HINC_HH	VHINC_HH	HHPopulation	**TotEmp**		
2045 Buildout Year SE Data	0	0	7	4	21	5	11	3	4	3	1	2	2	2	5	0	0	5	3	2	0	0	551		
2045 Buildout Year Ratio			0.189	0.108	0.568	0.135	1.000	0.273	0.364	0.273	0.091	0.182	0.182	0.182	0.455					1.000	0.000				
Project SED	640	640	121	69	363	86	201	55	73	55	18	37	37	37	91		201	196	5	0	0	640			
2045 With Project SED	640	640	121	69	363	86	201	55	73	55	18	37	37	37	91	0	201	196	5	0	0	640	551		

Site 7

Tier 1 TAZ 1863/Tier2 SCAG TAZ 43315600	TotPop	RES	POP5_17	POP18_24	POP16_64	POP65P	Households	HH-wrk0	HH-wrk1	HH-wrk2	HH-wrk3	HH_size1	HH_size2	HH_size3	HH_size4	SFDU	MFDU	LINC_HH	MINC_HH	HINC_HH	VHINC_HH	HHPopulation	**TotEmp**		
2018 Baseline SE Data	0	0	4	3	12	6	9	3	4	2	0	4	2	1	2	0	0	0	0	3	0	0	11		
2018 Baseline SE Data Ratio			0.160	0.120	0.480	0.240	1.000	0.333	0.444	0.222	0.000	0.444	0.222	0.111	0.222					1.000	0.000				
Project SED	956	956	153	115	459	229	374	125	166	83	0	166	83	42	83		374	181	193	0	0	956			
2018 With Project SED	956	956	153	115	459	229	374	125	166	83	0	166	83	42	83	0	374	181	193	0	0	956	11		
Tier 1 TAZ 1863/Tier2 SCAG TAZ 43315600	TotPop	RES	POP5_17	POP18_24	POP16_64	POP65P	Households	HH-wrk0	HH-wrk1	HH-wrk2	HH-wrk3	HH_size1	HH_size2	HH_size3	HH_size4	SFDU	MFDU	LINC_HH	MINC_HH	HINC_HH	VHINC_HH	HHPopulation	**TotEmp**		
2045 Buildout Year SE Data	0	0	3	3	12	6	9	3	5	1	0	4	2	1	2	0	0	3	2	4	0	0	142		
2045 Buildout Year Ratio			0.125	0.125	0.500	0.250	1.000	0.333	0.556	0.111	0.000	0.444	0.222	0.111	0.222					1.000	0.000				
Project SED	1039	1039	130	130	519	260	374	125	208	42	0	166	83	42	83		374	181	193	0	0	1039			
2045 With Project SED	1039	1039	130	130	519	260	374	125	208	42	0	166	83	42	83	0	374	181	193	0	0	1039	142		

Site 10 & 12.2 / 12.4 / 12.5 / 12.6 / 12.7

Tier 1 TAZ 1866/Tier2 SCAG TAZ 43329600	TotPop	RES	POP5_17	POP18_24	POP16_64	POP65P	Households	HH-wrk0	HH-wrk1	HH-wrk2	HH-wrk3	HH_size1	HH_size2	HH_size3	HH_size4	SFDU	MFDU	LINC_HH	MINC_HH	HINC_HH	VHINC_HH	HHPopulation	**TotEmp**		
2018 Baseline SE Data	561	561	113	67	346	69	238	103	118	17	0	64	82	58	34	109	129	112	73	35	18	561	644		
2018 Baseline SE Data Ratio			0.190	0.113	0.582	0.116	1.000	0.433	0.496	0.071	0.000	0.269	0.345	0.244	0.143					0.660	0.340				
Project SED	983	983	187	111	572	114	417	180	207	30	0	112	144	102	60		417	379	38	0	0	983			
2018 With Project SED	1544	1544	300	178	918	183	655	283	325	47	0	176	226	160	94	109	546	491	111	35	18	1544	644		
Tier 1 TAZ 1866/Tier2 SCAG TAZ 43329600	TotPop	RES	POP5_17	POP18_24	POP16_64	POP65P	Households	HH-wrk0	HH-wrk1	HH-wrk2	HH-wrk3	HH_size1	HH_size2	HH_size3	HH_size4	SFDU	MFDU	LINC_HH	MINC_HH	HINC_HH	VHINC_HH	HHPopulation	**TotEmp**		
2045 Buildout Year SE Data	1046	1046	170	100	596	241	406	141	208	50	7	79	83	198	46	278	128	168	134	70	34	1046	1226		
2045 Buildout Year Ratio			0.154	0.090	0.538	0.218	1.000	0.347	0.512	0.123	0.017	0.195	0.204	0.488	0.113					0.673	0.327				
Project SED	1074	1074	165	97	578	234	417	145	214	51	7	81	85	203	47		417	379	38	0	0	1074			
2045 With Project SED	2120	2120	335	197	1174	475	823	286	422	101	14	160	168	401	93	278	545	547	172	70	34	2120	1226		

APPENDIX B

VMT BY HOUSING OPPORTUNITY SITE

Year	Project Site 2 (Tier 1 TAZ 1803/Tier2 SCAG TAZ 43312100)					
	Without Project			With Project		
	VMT	SP	VMT/SP	VMT	SP	VMT/SP
2018	47,933	1,941	24.7	80,725	4,034	20.0
2023	53,802	2,249	24.2	86,245	4,284	20.1
2045	79,624	3,606	22.1	110,536	5,386	20.5

Year	Project Site 1 (Tier 1 TAZ 1804/Tier2 SCAG TAZ 43320100)					
	Without Project			With Project		
	VMT	SP	VMT/SP	VMT	SP	VMT/SP
2018	119,083	5,346	22.3	141,741	6,831	20.7
2023	124,553	5,660	22.1	145,427	7,107	20.5
2045	148,623	7,044	21.1	161,648	8,320	19.4

Year	Project Site 12.1 (Tier 1 TAZ 1805/Tier2 SCAG TAZ 43312400)					
	Without Project			With Project		
	VMT	SP	VMT/SP	VMT	SP	VMT/SP
2018	39,219	1,391	28.2	40,355	1,538	26.2
2023	46,067	1,639	28.1	47,077	1,779	26.4
2045	76,200	2,730	27.9	76,650	2,842	27.0

Year	Project Site 12.3 (Tier 1 TAZ 1807/Tier2 SCAG TAZ 43312300)					
	Without Project			With Project		
	VMT	SP	VMT/SP	VMT	SP	VMT/SP
2018	82,050	3,614	22.7	81,495	3,657	22.3
2023	90,920	3,944	23.0	90,106	3,986	22.5
2045	129,948	5,397	24.1	127,997	5,434	23.6

Year	Project Site 3 (Tier 1 TAZ 1809/Tier2 SCAG TAZ 43312300)					
	Without Project			With Project		
	VMT	SP	VMT/SP	VMT	SP	VMT/SP
2018	22,519	916	24.6	70,830	3,983	17.8
2023	28,459	1,136	24.8	75,840	4,059	18.6
2045	54,596	2,104	25.9	97,882	4,395	22.3

Year	Project Site 9 (Tier 1 TAZ 1841/Tier2 SCAG TAZ 43312400)					
	Without Project			With Project		
	VMT	SP	VMT/SP	VMT	SP	VMT/SP
2018	51,564	1,539	33.5	73,839	2,597	28.4
2023	59,644	1,850	32.8	80,847	2,881	28.2
2045	95,197	3,219	29.6	111,683	4,132	27.0

Year	Project Site 11 (Tier 1 TAZ 1845/Tier2 SCAG TAZ 43329300)					
	Without Project			With Project		
	VMT	SP	VMT/SP	VMT	SP	VMT/SP
2018	7,614	89	85.5	22,255	664	33.5
2023	27,033	393	81.7	40,383	938	37.7
2045	112,480	1,732	64.9	120,144	2,146	56.0

Year	Project Site 4 & 5 (Tier 1 TAZ 1857/Tier2 SCAG TAZ 43313600)					
	Without Project			With Project		
	VMT	SP	VMT/SP	VMT	SP	VMT/SP
2018	25,204	805	31.3	152,304	8,216	18.5
2023	32,093	1,078	30.6	156,729	8,157	19.2
2045	62,402	2,278	27.4	176,199	7,896	22.3

Year	Project Site 6 (Tier 1 TAZ 1860/Tier2 SCAG TAZ 43321200)					
	Without Project			With Project		
	VMT	SP	VMT/SP	VMT	SP	VMT/SP
2018	49,554	619	80.1	80,884	2,004	40.4
2023	65,413	1,175	72.2	97,367	2,581	39.0
2045	135,191	3,619	37.4	169,890	5,118	33.2

Year	Project Site 8 (Tier 1 TAZ 1862/Tier2 SCAG TAZ 43334300)					
	Without Project			With Project		
	VMT	SP	VMT/SP	VMT	SP	VMT/SP
2018	152	0	0.0	12,463	621	20.1
2023	4,958	102	8.8	17,444	727	22.5
2045	26,103	551	47.4	39,358	1,191	33.0

Year	Project Site 7 (TAZ 1863/Tier2 SCAG TAZ 43315600)					
	Without Project			With Project		
	VMT	SP	VMT/SP	VMT	SP	VMT/SP
2018	622	11	56.5	23,444	967	24.2
2023	1,771	35	55.0	23,983	1,007	23.9
2045	6,827	142	48.1	26,351	1,181	22.3

Year	Project Site 10 & 12.2 & 12.4 & 12.5 & 12.6 & 12.7 (Tier 1 TAZ 1866/Tier2 SCAG TAZ 43329600)					
	Without Project			With Project		
	VMT	SP	VMT/SP	VMT	SP	VMT/SP
2018	50,900	1,205	42.2	69,844	2,188	31.9
2023	57,628	1,403	41.5	77,045	2,402	32.0
2045	87,231	2,272	38.4	108,733	3,346	32.5

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