To: City of Moreno Valley

From: Meghan Macias, TE

Date: 12/30/2020

Re: Trip Generation and VMT Screening Analysis for Cactus Avenue and Bradshaw Circle Residential Project

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This technical memorandum presents an analysis of the trip generation for the proposed Cactus Avenue and Bradshaw Circle Residential Project, located north of Cactus Avenue and east of the eastern Agate Street in the City of Moreno Valley.

The purpose of this analysis is to determine whether a Traffic Impact Analysis or Vehicle Miles Traveled Analysis would be required for the project. The project proposes the construction of 38 single-family homes on a 4.81-acre lot. The project site is vacant. The project site plan is shown in Figure 1.

Project Trip Generation

The project trip generation was prepared using trip rates from the Institute of Transportation Engineers (ITE) *Trip Generation*, 10th Edition (2017). Table 1 presents the trip generation estimate for the proposed project.

As shown in Table 1, the project is forecast to generate 359 daily trips including 28 trips during the AM peak hour and 38 trips during the PM peak hour. According to the City of Moreno Valley *Traffic Impact Analysis Guidelines*, projects generating less than 100 peak hour trips, such as single-family residential tracts of less than 100 dwelling units, are generally exempt from the requirement to prepare a Level of Service (LOS) traffic impact analysis. The project proposes 38 dwelling units which generates 38 peak hour trips, which is fewer than 100 and should therefore be exempt from the requirement to prepare a LOS analysis.

The project site currently has a General Plan land use designation of Residential: Max. 5 du/ac (R5) and the current Zoning is Residential 5 District (R5). The maximum allowable density is five DUs per net acre, as indicated in Section 9.03.020 of the Municipal Code. Under the existing General Plan Land Use and Zoning designation, a maximum of 24 dwelling units could be constructed on the 4.81-acre site, 14 fewer dwelling units than proposed by the project. The trip generation of the allowed land use per the General Plan and Zoning code is also shown in Table 1. The allowed use would generate 227 daily trips including 18 trips during the AM peak hour and 24 trips during the PM peak hour. The project would generate 132 more daily trips than the allowed land use including 10 more trips during the AM peak hour and 14 more trips during the PM peak hour.

Vehicle Miles Traveled

Senate Bill (SB) 743 was signed by Governor Brown in 2013 and required the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to LOS for evaluating Transportation impacts. SB 743 specified that the new criteria should promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks and a diversity of land uses. The bill

also specified that delay-based level of service could no longer be considered an indicator of a significant impact on the environment. In response, Section 15064.3 was added to the CEQA Guidelines beginning January 1, 2019. Section 15064.3 - Determining the Significance of Transportation Impacts states that Vehicle Miles Traveled (VMT) is the most appropriate measure of transportation impacts and provides lead agencies with the discretion to choose the most appropriate methodology and thresholds for evaluating VMT. Section 15064.3(c) states that the provisions of the section shall apply statewide beginning on July 1, 2020.

The Moreno Valley *Traffic Impact Analysis Guidelines* provide several screening thresholds for determining if a VMT analysis is required. A project VMT analysis would not be required if a project is located in a Transit Priority Area (TPA) or a low VMT area, or if the project is a local serving retail project or other neighborhood use, including projects that generate fewer than 400 daily trips, which corresponds to a typical development of 42 single family housing units. The project proposes 38 typical single family housing units, less than the 42 discussed in the guidelines and generates 359 daily vehicle trips, fewer than the 400 daily vehicle trips threshold. Therefore the project would be presumed to have a less than significant impact on VMT.

If you have any questions about this analysis, please contact me at (949) 794-1186 or at meghan@epdsolutions.com.

Table 1. Project Trip Generation

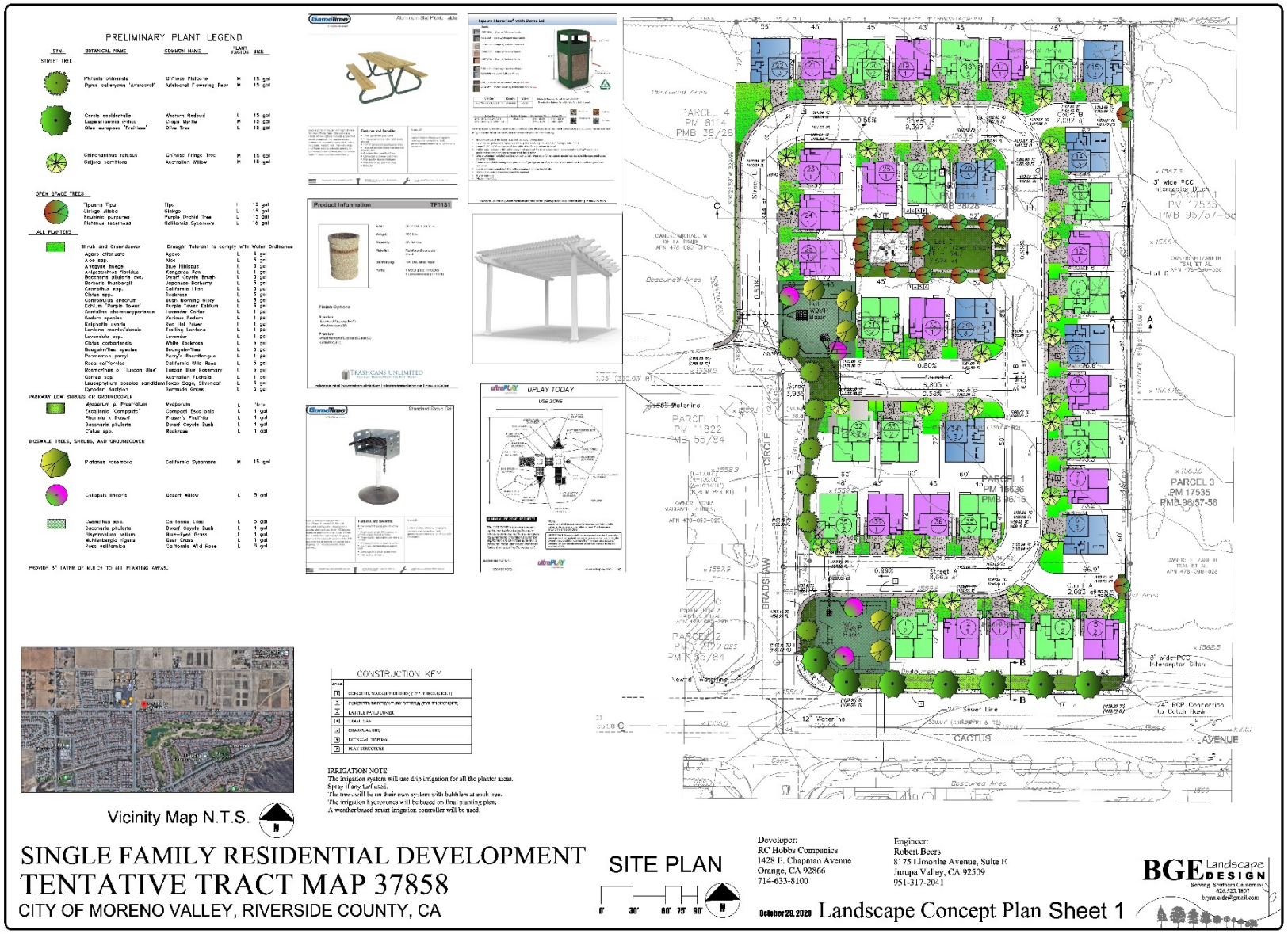
Land Use	Units		Daily	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
Trip Rates									
Single-Family Detached Housing[1]		DU	9.440	0.185	0.555	0.740	0.624	0.366	0.990
Project Trip Generation									
Detached Single Family	38	DU	359	7	21	28	24	14	38
General Plan/Zoning Allowable Trip Generation[2]									
Detached Single Family	24	DU	227	4	13	18	15	9	24
Increase in Trips compared to Allowed Use			132	3	8	10	9	5	14

DU = Dwelling Units

[1] Trip rates from the Institute of Transportation Engineers, *Trip Generation, 10th Edition,* 2017. Land Use Code 210 - Single-Family Detached Housing.

[2] The 4.81-acre project site has a General Plan Land Use and Zoning designation of R5 with a maximum allowable density of 5 DU/Acre.

Figure 1: Project Site Plan



To:	City of Moreno Valley Planning Department
From:	Daji Yuan, EPD Solutions Inc
Date:	9/7/2022
Re:	Trip Generation Comparison Memo

This technical memorandum presents a comparison of the trip generation between the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition (2021) and 10th Edition (2017), for the proposed Cactus Avenue and Bradshaw Circle Residential Project. The project is located north of Cactus Avenue and east of Agate Street in the City of Moreno Valley. The purpose of this analysis is to determine whether there is a significant change of the trip generation between these two editions. Additionally, the project site plan has been updated since the previous analysis was completed, reducing the number of homes from 38 to 37. Therefore, this analysis is conservative.

Project Trip Generation

The project trip generation was prepared using trip rates from the ITE *Trip Generation Manual*, 11th Edition (2021) and 10th Edition (2017). Table 1 presents the comparison trip generation estimate for the proposed project.

As shown in Table 1, the project is forecast to generate 358 daily trips including 27 trips during the AM peak hour and 36 trips during the PM peak hour using ITE *Trip Generation Manual*, 11th Edition (2021). The project was forecast to generate 359 daily trips including 28 trips during the AM peak hour and 38 trips during the PM peak hour using the ITE *Trip Generation Manual*, 10th Edition (2017). The newest 11th Edition generates 1 less daily trip, 1 less trip during the AM peak hour and 2 less trips during the PM peak hour. Therefore, the newest 11th Edition gives more conservative analysis results comparing to the previous edition.

If you have any questions about this analysis, please contact me at (949) 794-1180 or at daji@epdsolutions.com.

Table 1. Project Trip Generation Comparison

Land Use	Units	Daily	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
Trip Rates								
Single-Family Detached Housing[1]	DU	9.43	0.182	0.518	0.7	0.592	0.348	0.94
Single-Family Detached Housing[2]	DU	9.44	0.185	0.555	0.7	0.624	0.366	0.99
Project Trip Generation								
Detached Single Family[1]	38 DU	358	7	20	27	23	13	36
Detached Single Family[2]	38 DU	359	7	21	28	24	14	38
Difference in Trip Generation								
Detached Single Family	0 DU	-1	0	-1	-1	-1	-1	-2

DU = Dwelling Units

[1]Trip rates from the Institute of Transportation Engineers, *Trip Generation Manual, 11th Edition,* 2021. Land Use Code 210 - Single-Family Detached Housing.

[2]Trip rates from the Institute of Transportation Engineers, *Trip Generation Manual, 10th Edition,* 2017. Land Use Code 210 - Single-Family Detached Housing.