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PLACENTIA ALTA VISTA VEHICLE MILES TRAVELED (VMT) SCREENING ANALYSIS

Kyra Tao,

Urban Crossroads, Inc. is pleased to provide the following Vehicle Miles Traveled (VMT) Screening Analysis for the Placentia Alta Vista development (**Project**), which is generally located north of Alta Vista Street and east of N Rose Drive in the City of Placentia.

PROJECT OVERVIEW

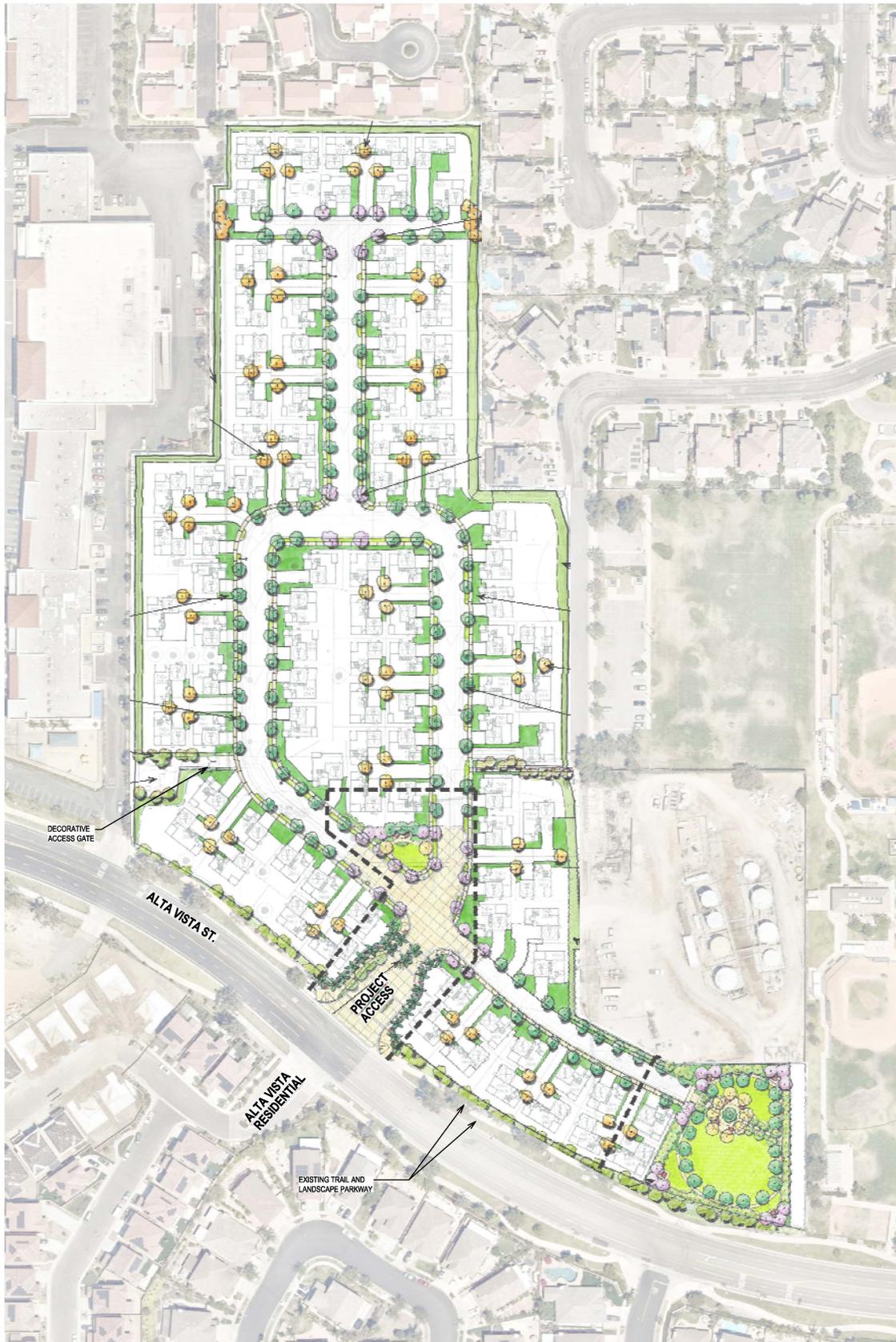
Tract #15700 was approved by the City of Placentia and it remains the current land use entitlement for the property. Tentative Tract Map 15700 authorized the subdivision of the Property for the development of 74 single family residences. The City approved and recorded a final map for 62 lots plus a remainder parcel comprising the area occupied by the other 12 lots on the Tentative Tract Map. The proposed Project (Vesting TTM 19250) adds 26 additional residential units to the original approved 74-unit subdivision, for a total of 100 lots. A preliminary site plan can be found in Exhibit 1.

When the City conducted its traffic analysis and CEQA review of the original 74-unit Tentative Tract Map #15700, CEQA did not require a VMT analysis. Even though the Proposed Project is considered a subsequent change to a previously approved project and under the CEQA Guidelines would not trigger the need for a new VMT analysis of the entire 100-unit Project, this VMT analysis conservatively evaluates the entire 100-unit residential development based on the original approved 74-unit subdivision and the proposed 26-unit increase.

BACKGROUND

Changes to California Environmental Quality Act (CEQA) were adopted in December 2018, and require all lead agencies to adopt VMT as a replacement for automobile delay-based level of service (LOS) as the new measure for identifying transportation impacts for land use projects. This statewide mandate went into effect July 1, 2020. To aid in this transition, the Governor's Office of Planning and Research (OPR) released a [Technical Advisory on Evaluating Transportation Impacts in CEQA](#) (December of 2018) (**Technical Advisory**) (1). Based on OPR's Technical Advisory, the City of Placentia has recently adopted its [Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment](#) (January, 2021) (**City Guidelines**) (2). The adopted City Guidelines have been utilized to prepare this VMT analysis.

EXHIBIT 1: PRELIMINARY SITE PLAN



VMT SCREENING ASSESSMENT

Consistent with City Guidelines, projects should evaluate available screening criteria based on their location and project type to determine if a presumption of a less than significant transportation impact can be made. The following project screening thresholds were selected for review based on their applicability to the proposed Project:

- Transit Priority Areas Screening
- Low VMT-Generating Areas Screening
- Project Type Screening

TRANSIT PRIORITY AREAS SCREENING

Projects located within a Transit Priority Area (TPA) (i.e., within ½ mile of an existing “major transit stop”¹ or an existing stop along a “high-quality transit corridor”²) may be presumed to have a less than significant impact absent substantial evidence to the contrary. However, the presumption may not be appropriate if a project:

- Has a Floor Area Ratio (FAR) of less than 0.75;
- 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 (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.

The Project is not located within ½ mile of an existing major transit stop, or along a high-quality transit corridor.

Transit Priority Areas screening criteria is not met.

LOW VMT-GENERATING AREAS SCREENING

The City Guidelines note 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.” The City Guidelines reference the NOCC+ tool which is used in North County Cities in identifying projects that can be screened from project-generated VMT impacts.

Attachment A contains the results of the NOCC+ tool analysis. The Project is located in a low VMT-generating OCTAM zone and the Project land uses are similar to the underlying data. Due to the

¹ 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.”).

² 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.”).

Project's infill location with retail, school, and employment uses nearby, the Project VMT per service population of 20.5 is less than the General Plan buildout VMT per service population of 29.2.

Low VMT-Generating Areas screening criteria is met.

PROJECT TYPE SCREENING

Local essential service projects are presumed to cause a less-than-significant impact. The introduction of new local essential services shortens non-discretionary trips by putting those goods and services closer to residents and workers, resulting in an overall reduction in VMT.

The Project's cumulative 100-dwelling unit residential land use is not considered a local essential service for screening.

Project Type Screening criteria is not met.

CONCLUSION

In summary, the Project was evaluated consistent with available screening criteria as presented in the City Guidelines. The original 74-unit subdivision and the 26-unit increase in residential units included in the proposed Project meet the VMT screening criteria. Consequently, a comprehensive VMT analysis is not required. The Project is presumed would result in a less than significant impact on VMT.

If you have any questions, please contact us at jkain@urbanxroads.com for John or mwhiteman@urbanxroads.com for Marlie.

Respectfully submitted,

URBAN CROSSROADS, INC.



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Principal



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Senior Associate

REFERENCES

1. **Office of Planning and Research.** *Technical Advisory on Evaluating Transportation Impacts in CEQA.* State of California : s.n., December 2018.
2. **City of Placentia.** *Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment .* City of Placentia : s.n., January 2021.
3. **Institute of Transportation Engineers.** *Trip Generation Manual.* 11th Edition. 2021.

ATTACHMENT A
NOCC+ SCREENING TOOL RESULTS

NOCC+



North Orange County Collaborative VMT Traffic Study Screening Tool

Project Information

Project Name	Opening Year
Alta Vista Residential - North Parcel	2024
Parcel Number (OCTAM TAZ#154)	
341-501-53	

Screening Criteria for Placentia

Is the project location in a Transit Priority Area?	No
Is the project location in a low VMT generating zone?	Review
Is the Project one of these land use types? <input checked="" type="radio"/> (show land use types)	No
Does the project generate fewer than 110 daily trips? (enter project land use in the section below)	No

The Project does not meet screening criteria. Please Continue

Project Land Use Information

		Unit
Residential : Single Family Homes	100	Dwelling Units
Residential : MultiFamily Homes	0	Dwelling Units
Office	0.000	1,000 Sqaure Feet
Retail	0.000	1,000 Sqaure Feet
Industrial	0.000	1,000 Sqaure Feet
Private School	0	Students
University	0	Students
Entertainment	0.000	1,000 Sqaure Feet
Hotel	0	Rooms

Project Trips and VMT Information

VMT Methodology

Daily Trips: 748 Average Trip Length: 8.2 Service Population: 300

VMT per service population 20.5

Project VMT Thresholds Comparison

- OPR Guidance (15% Below Existing)
- GHG Reduction Targets (14.3% Below Existing)
- Below Existing
- Better than General Plan Buildout

