

Appendix D – VMT Technical Memorandum (3 pages)

Transportation Division

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VMT TECHNICAL MEMORANDUM

DATE: April 27, 2023
TO: Ron Bess, Community Development Department
FROM: Matthew Ilagan, Public Works – Transportation
CC: Pelle Clarke, Public Works - Transportation
SUBJECT: Z22-013 Silver Eagle 20

Public Works has reviewed the application for the above referenced project. The project proposes to subdivide 3 parcels totaling 3.03 acres into 23 residential lots located at 132, 150, & 156 Silver Eagle Road bounded by Silver Eagle Road and Ford Road. The site is currently existing with 2 residential homes and the remainder of the area vacant.

Vehicle Miles Traveled Thresholds

Based on current practice of the City of Sacramento for residential projects, transportation impacts for CEQA purposes are considered significant if the proposed project would generate Household VMT per capita figures that exceed 85% of the regional average for Household VMT per capita, consistent with technical advisory guidance published by the Governor’s Office of Planning and Research (OPR) in 2018.

VMT Screening Criteria

Based on current practice of the City of Sacramento, several “screening thresholds” are used to quickly determine whether a project may be presumed to have a less-than-significant VMT impact without conducting a detailed projected generated VMT analysis. For residential projects, screening criteria include:

- Small Projects – Absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with a Sustainable Communities Strategy (SCS) or general plan, projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than-significant transportation impact.
- Map-Based Screening – Maps created with VMT data can illustrate areas that are currently below threshold VMT. Output from the SACOG regional travel demand model may be generalized to simplify project VMT estimates as well as producing screening maps. Because new development in such locations would likely result in a similar level of VMT, such maps can be used to screen out residential and office projects from needing to prepare a detailed VMT analysis.

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- Near Transit Stations – presumption that certain projects proposed within 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. Additionally, the project would need to have a floor area ratio of at least 0.75, without excessive parking, is consistent with the adopted regional SCS, and does not result in a reduction of citywide affordable housing.
- Affordable Residential Development – adding affordable housing to infill locations generally improves jobs-housing match, in turn shortening commutes and reducing VMT.

VMT Screening Evaluation

The project was evaluated against the following screening criteria to determine if it could be presumed to have a less-than-significant VMT impact:

- Map-Based Screening – The proposed project’s VMT was determined using the residential VMT SACOG maps derived from the traffic analysis zone results from SACOG’s travel demand model, known as SACSIM. These maps use hexagonal shaped geographic areas (HEX) to establish a uniform grid of Household VMT per capita by tallying all household VMT’s generated by residents within the HEX and dividing by the total population in the HEX. As evidenced in Figure 1, the proposed project falls within a HEX calculated to produce between 50% to 85% of the Regional Average which is less than the average household VMT per capita for the region.

Because of the project meeting screening criteria using the Map-Based screening, a VMT analysis for the proposed project is not required.

If you have any questions, please call me at (916) 808-8502, or contact me via e-mail at Mllagan@cityofsacramento.org.

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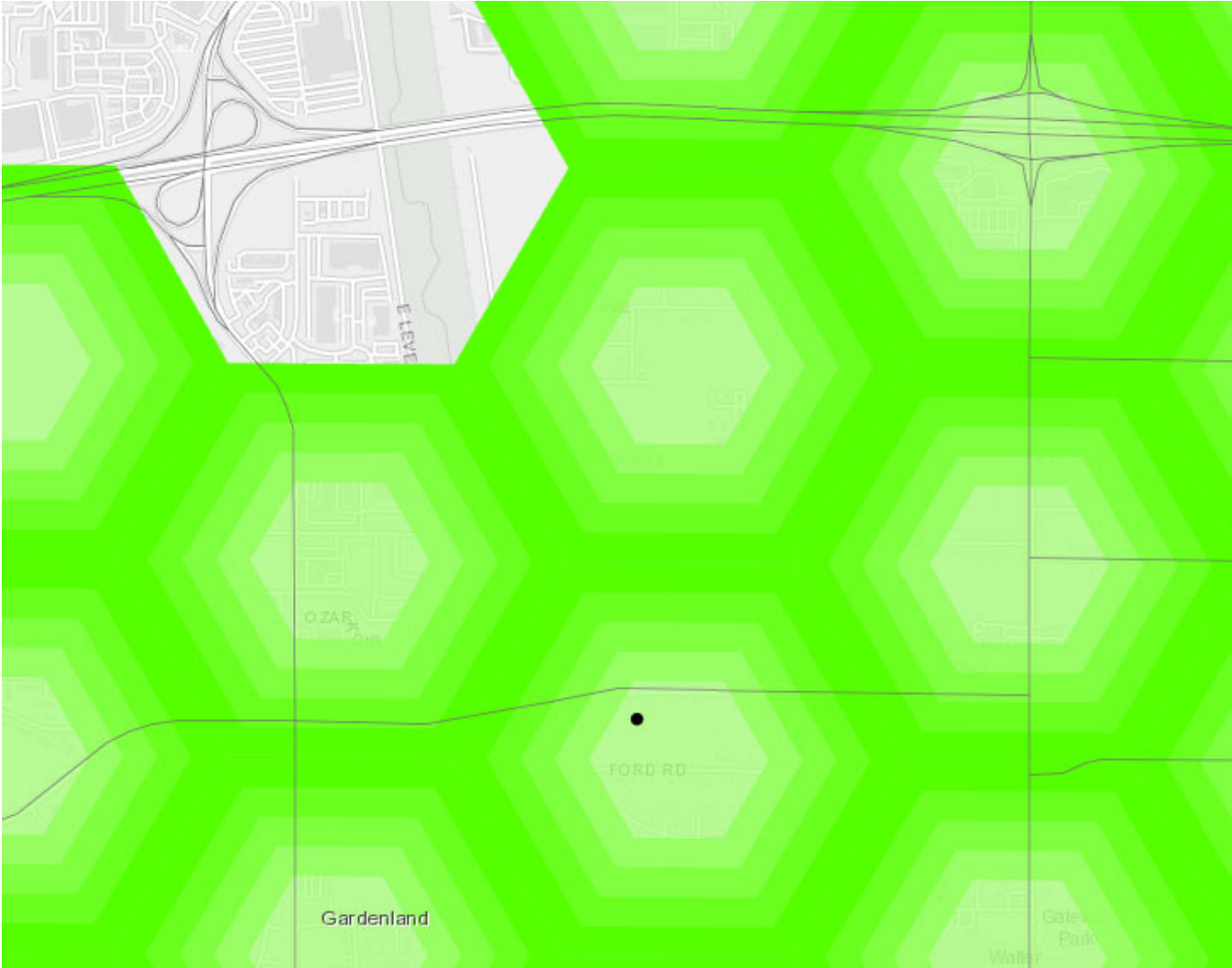


Figure 1 – SACOG VMT Residential Screening Map