

To: Matthew Ilagan
City of Sacramento

From: Chris Gregerson, P.E., T.E., PTOE, PTP

Re: **Dry Creek Estates (P20-040)**
Vehicle Miles Traveled (VMT) Analysis

Date: December 16, 2021

In accordance with Task 2 of our Scope of Services, we are writing to summarize the Vehicle Miles Traveled (VMT) analysis completed for the proposed Dry Creek Estates (the “project” or “proposed project”) in the City of Sacramento, CA. This memorandum summarizes the VMT analysis and resultant findings for the proposed Dry Creek Estates development project.

Project Description

Kimley-Horn understands that the project applicant is proposing to develop a currently vacant parcel into a 147-unit residential development located at the northeast corner of the Rio Linda Boulevard intersection with Grace Avenue. The project location is shown in **Exhibit 1**. The project is expected to access the surrounding roadway network via Main Avenue to the north and Grace Avenue to the south Boulevard as depicted in **Exhibit 2**. It is understood that the project will not have direct access to Rio Linda Boulevard.

Purpose of Analysis

Senate Bill 743 (2013) changed the focus of transportation impact analyses in CEQA from measuring impacts to drivers, to measuring the impact of driving. The change was made by replacing Level of Service (LOS) with VMT. This shift in transportation impact focus was intended to better align transportation impact analyses and mitigation outcomes with the State’s goals to reduce greenhouse gas (GHG) emissions, encourage infill development, and improve public health through more active transportation. Level of service or other delay metrics may still be used to evaluate the impact of projects on drivers as part of land use entitlement review and impact fee programs.

In January 2019, the Natural Resources Agency finalized updates to the CEQA Guidelines including the incorporation of SB 743 modifications. The Guidelines’ changes were approved by the Office of Administrative Law and are now in effect. The provisions apply statewide as of July 1, 2020.

To aid lead agencies with SB 743 implementation, the Governor’s Office of Planning and Research (OPR) produced the *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December 2018) that provides guidance regarding the variety of implementation questions they face with respect to shifting to a VMT metric. Key guidance from this document includes:

- VMT is the most appropriate metric to evaluate a project’s transportation impact.
- OPR recommends tour- and trip-based travel models to estimate VMT, but ultimately defers to local agencies to determine the appropriate tools.
- OPR recommends measuring VMT for residential and office projects on a “per rate” basis.

- OPR notes that residential and office projects that are located in areas with low VMT, and that incorporate similar features (i.e., density, mix of uses, transit accessibility), will tend to exhibit similarly low VMT.
- OPR recommends that maps created with VMT data, such as a travel demand model, can illustrate areas that are currently below threshold VMT. 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.
- Lead agencies have the discretion to set or apply their own significance thresholds.

The thresholds to consider for projects located within the City of Sacramento boundaries consider the VMT performance of residential and non-residential components of a project separately, using the efficiency metrics of VMT per capita and VMT per employee, respectively. For retail components of a project, or other customer-focused uses, the county-wide VMT effect is analyzed. The VMT thresholds of significance used for this analysis are summarized below for each of these components:

- Residential – 15% below baseline countywide VMT per Capita
- Employment-based land uses (e.g., office) – 15% below baseline countywide VMT per Employee
- Customer-based non-residential land uses (e.g., retail) – No net increase in VMT

Methodology and Assumptions

Based on the land use information provided, for the purposes of VMT analysis and the determination of transportation related significant impacts, the following land uses were analyzed:

- Residential

Consistent with OPR guidelines, a project is considered to result in a significant impact if the VMT per Capita for the proposed project exceeds 85-percent of the regional average for the respective metric as noted in the previous section.

Analysis

Consistent with OPR guidelines and at the direction of City of Sacramento staff, the Residential VMT screening map developed by the Sacramento Area Council of Governments (SACOG)¹ was used to determine whether the proposed project can be screened from a quantitative VMT analysis. SACOG's screening map is based on data contained within the latest version of its travel demand model, SACSIM19. SACSIM19 has a base year scenario that represents 2016 conditions and was used to set regional efficiency thresholds (VMT/capita or VMT/employee) for both residential and non-residential projects. The SACOG region is segmented into hexagons with an approximately half-mile diameter that are used to determine the VMT efficiency (average VMT/capita or VMT/employee) for each hexagon.

For residential projects, the regional threshold is defined as total household VMT per capita achieving a 15-percent reduction compared to the regional average. Residential VMT per capita for each hexagon is calculated by tallying the total VMT produced for all households located within the hexagon, including VMT for trips that travel outside of the region, and dividing by the total population in the hexagon.

As shown in **Exhibit 3**, the hexagon that covers the site of the proposed project is hexagon DJ-129, which has an average VMT per capita of 17.49. The VMT per capita regional average calculated by SACOG is 20.82, which results in a threshold of 17.7 VMT per capita (85-percent of the regional average). Thus, the

¹ Residential VMT. Sacramento Area Council of Governments. Updated May 26, 2021. Accessed December 9, 2021. <https://arcg.is/0aXXfg>

proposed project is assumed to fall below the regional threshold because hexagon DJ-129 also falls below the regional threshold (17.49 versus 17.7). Therefore, the proposed project can be assumed to result in a less than significant impact and there is no need to completed a quantitative VMT analysis to determine the proposed project's VMT per capita.

Conclusions

Based on the results of this analysis, the following conclusions are made:

- The proposed project is located within a hexagon (hexagon DJ-129) that has an average VMT per capita that falls below the regional threshold (17.49 versus 17.7). **Therefore, the proposed project is determined to not have a significant transportation impact for a residential development.**

Attachments:

Exhibit 1 – Project Vicinity Map

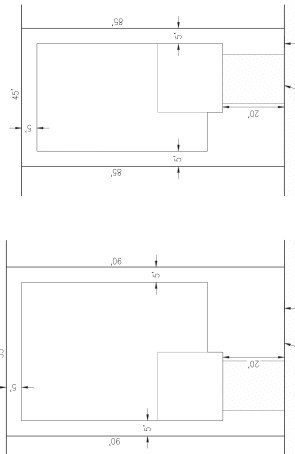
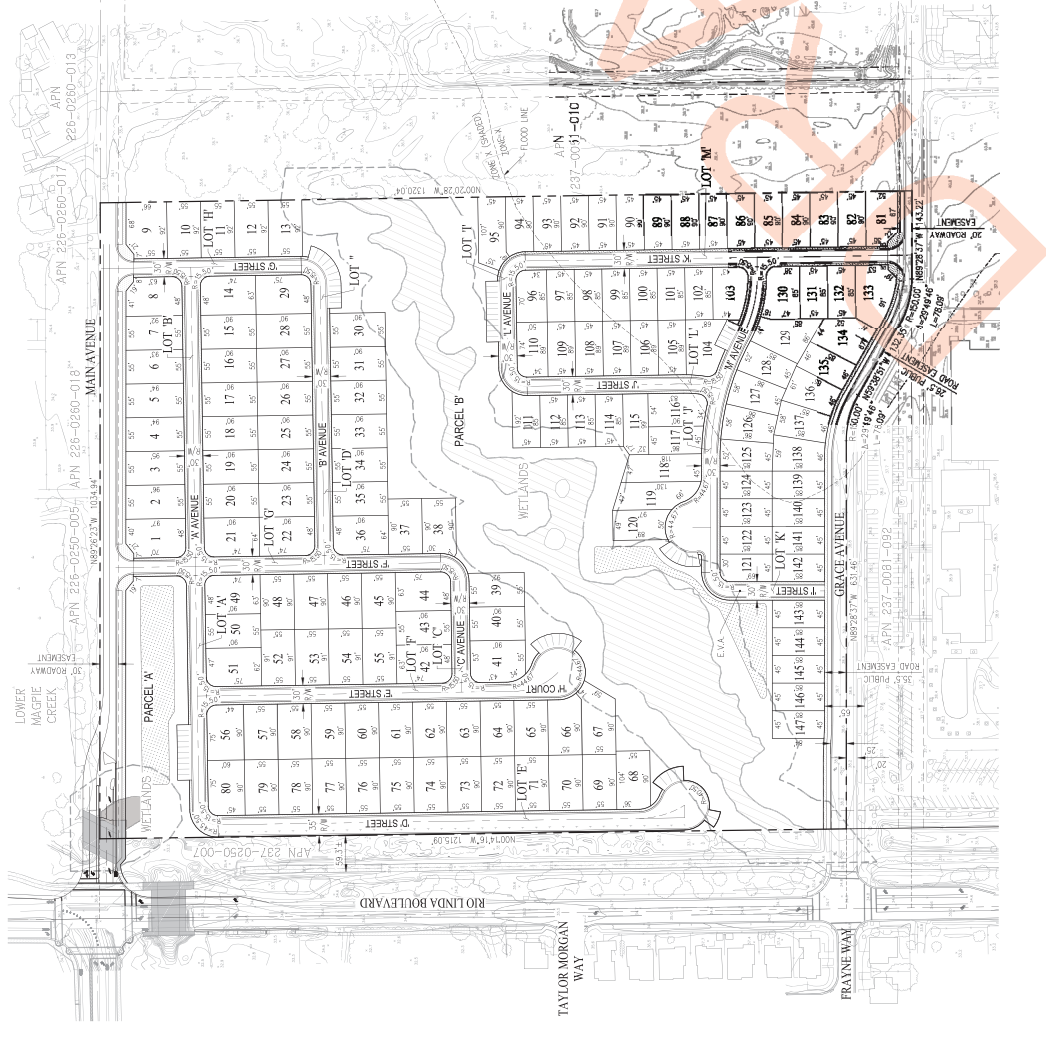
Exhibit 2 – Project Site Plan

Exhibit 3 – SACOG Residential VMT Hex Map

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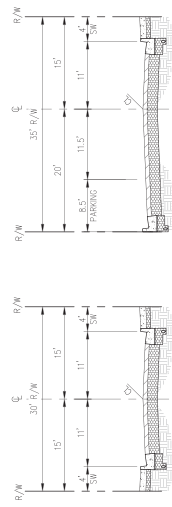
City of Sacramento, Dry Creek Estates - Vehicle Miles Traveled (VMT) Analysis





GENERAL NOTES:

1. SUBDIVISION NAME: DRY CREEK ESTATES
2. OWNER/DEVELOPER: THE TRIPLE LIFE COMPANIES, 110 BLUE WAVE ROAD, SUITE 209, CARLSON, BARBEZ & OBSON, INC., SAN RAMON, CA 94583, (925) 866-0222
3. ENGINEER: CARLSON, BARBEZ & OBSON, INC., SAN RAMON, CA 94583, (925) 866-0222
4. TOPOGRAPHIC SOURCE: GEDMAPS, 3002 WADSWORTH FIELD ROAD, RANCHO DUBLIN, CA 94670
5. CONTOUR INTERVAL: 1 FOOT
6. BASIS OF BEARING: THE BASIS OF BEARINGS FOR THIS MAP IS THE 1983 NAD 83 MERIDIAN. BEARINGS AS SHOWN ON RECORD OF SURVEY (R/S) STATEMENTS (R/S 23) AND DETERMINED BY FOUND MONUMENTS SHOWN HEREON.
7. FLOOD ZONE DESIGNATION: ZONE X (SHADED) AND ZONE A, PER FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FIRM 1706010001, EFFECTIVE DATE: JAN. 16, 2016
8. ASSESSOR'S PARCEL NO.: 237-005-012
9. SITE AREA: 15.69 ACRES (APN 237-005-012)
10. NET AREA: 12.67 ACRES (APN 237-005-012)
11. GENERAL PLAN DESIGNATION: SUBURBAN NEIGHBORHOOD LOW DENSITY
12. EXISTING LAND USE: VACANT
13. PROPOSED LAND USE: SINGLE FAMILY RESIDENTIAL
14. EXISTING ZONING: A
15. PROPOSED ZONING: R-1A P.U.D.
16. NUMBER OF LOTS: 147 LOTS
17. NUMBER OF PARCELS: 2 PARCELS
18. NUMBER OF LETTERED LOTS: 13 LOTS
19. MINIMUM LOT SIZE: 40,485 (87 LOTS) & 65,640' (80 LOTS) SQ. FEET
20. UTILITIES: CITY OF SACRAMENTO WATER DISTRICT CITY OF SACRAMENTO CITY OF SACRAMENTO PUBLIC UTILITY DISTRICT CITY OF SACRAMENTO SALUD DISTRICT TWIN RIVERS UNIFIED SCHOOL DISTRICT
21. PROJECT MAY BE DEVELOPED IN PHASES.
22. PROPOSED GRADING AS SHOWN IS PRELIMINARY. FINISH GRADING IS SUBJECT TO FINAL DESIGN.
23. MAXIMUM CUT AND FILL SLOPE IS 3:1.
24. UTILITIES ARE TO BE USED AS A GUIDE. FINAL DESIGN IS SUBJECT TO MODIFICATIONS.



30' RIGHT OF WAY (PRIVATE) NOT TO SCALE

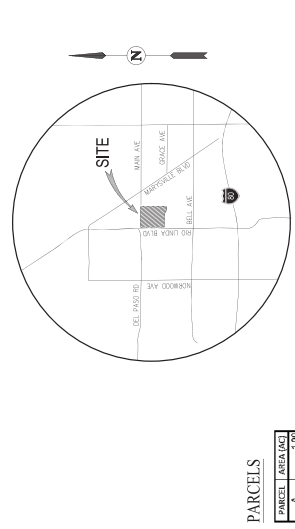
35' RIGHT OF WAY (PRIVATE) NOT TO SCALE



ENGINEER'S STATEMENT
 I HEREBY CERTIFY THAT TO THE BEST OF MY KNOWLEDGE THE LAND DEVELOPMENT KNOWN AS "DRY CREEK ESTATES" HAS BEEN DESIGNED BY THE ENGINEER IN ACCORDANCE WITH THE SPECIFICATIONS AND GUIDELINES ESTABLISHED BY THE CITY OF SACRAMENTO.

THOMAS R. REEVES
 CARLSON, BARBEZ & OBSON, INC.

DATE: _____



LETTERED LOTS

LOT	AREA	RIGHT-OF-WAY
1*	(1/4 ACRES)	0.34 AC.
2	(1/4 ACRES)	0.34 AC.
3*	(1/4 ACRES)	0.34 AC.
4	(1/4 ACRES)	0.34 AC.
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39	(1/4 ACRES)	0.34 AC.
40	(1/4 ACRES)	0.34 AC.

INDEX OF SHEETS:

LOT	AREA	RIGHT-OF-WAY
1*	(1/4 ACRES)	0.34 AC.
2	(1/4 ACRES)	0.34 AC.
3*	(1/4 ACRES)	0.34 AC.
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LEGEND

- SUBDIVISION BOUNDARY
- LOT LINE
- RIGHT OF WAY
- EXISTING EASEMENTS
- PROPOSED CENTERLINE
- LOT NUMBER
- LOT DIMENSION
- RETENTION BASIN

TENTATIVE MAP
DRY CREEK ESTATES
OVERALL SITE PLAN
 CITY OF SACRAMENTO CALIFORNIA
 SCALE: 1" = 100' DATE: OCTOBER 1, 2021

cbg
 CIVIL ENGINEERS • SURVEYORS • PLANNERS

TM-1
 OF 4 SHEETS

SAN RAMON • (925) 866-0222
 ROSEVILLE • (916) 998-4456
 WWW.CBG.COM

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