

Transportation Division

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VMT TECHNICAL MEMORANDUM

DATE: October 17, 2022
TO: Ron Bess, Community Development Department
FROM: Matthew Ilagan, Public Works – Transportation
CC: Pelle Clarke, Public Works - Transportation
SUBJECT: P22-040 Corporate Way Retail Pad with Drive Thru

Public Works has reviewed the application for the above referenced project. The project proposes a 3,135 square foot building with a drive through coffee shop and quick service restaurant within the Greenhaven Executive Park PUD near 1192 Corporate Way. The site is currently vacant with existing drive aisles that serve the adjacent office and retail.

Vehicle Miles Traveled Thresholds

Per SB 743 implementation, OPR released a Technical Advisory on Evaluating Transportation Impacts in CEQA in December 2018. The Technical Advisory provides advice and recommendations to CEQA lead agencies on how to implement SB 743 changes. This includes technical recommendations regarding the assessment of VMT, thresholds of significance, VMT mitigation measures, and screening thresholds for certain land use projects. Lead agencies may consider and use these recommendations at their discretion.

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 development 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, be consistent with the adopted regional SCS, and 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.
- Local-serving retail – local-serving retail development tends to shorten trips and reduce VMT. The Technical Advisory encourages lead agencies to decide when a project will likely be local-serving, but generally acknowledges that retail development including stores larger than 50,000 square feet might be considered regional-serving. The Technical Advisory suggests lead agencies analyze whether regional-serving retail would increase or decrease VMT (i.e. not presume a less-than-significant impact).
- Projects in low-VMT areas – residential and office projects that incorporate similar features (i.e., density, mix of uses, transit accessibility) as existing development in areas with low VMT will tend to exhibit similarly low VMT.
- The Technical Advisory also identifies recommended numeric VMT thresholds for residential, office, and retail projects.
- Residential development that would generate vehicle travel exceeding 15 percent below existing residential VMT per capita may indicate a significant transportation impact. Existing VMT per capita may be measured as a regional VMT per capita or as city VMT per capita.
- Office projects that would generate vehicle travel exceeding 15 percent below existing regional VMT per employee may indicate a significant transportation impact.
- Retail projects that result in a net increase in total VMT may indicate a significant transportation impact.

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:

- Local-Serving Retail – The proposed project would be an infill project that would entail the development of a currently vacant site with 3,135 square feet of drive through coffee shop and quick service restaurant. The project would be retail in nature. In accordance with the OPR Technical Advisory, the project would satisfy the local-serving retail VMT screening criteria by virtue of the nature and size of the project (retail development less than 50,000 square feet in size).

Therefore, the project is assumed to have a less than significant impact on VMT since it satisfies one or more of the VMT screening criteria identified in the OPR Technical Advisory. No quantitative VMT analysis or associated mitigation measures are required.

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Please contact me at (916) 808-8502 or email at Millagan@cityofsacramento.org if you have any questions.