



April 11, 2023

Mr. Mark Sater  
PARADISE LAKE LLC  
4300 Edison Avenue  
Chino, California 91710

**RE: Beyond Food Mart (Oliver and Iris) Vehicle Miles Traveled (VMT) Screening Assessment**  
Project No. 19606

Dear Mr. Sater:

Ganddini Group, Inc. is pleased to provide this Vehicle Miles Traveled (VMT) Screening Assessment for the proposed Beyond Food Mart (Oliver and Iris) project in the City of Moreno Valley. The purpose of this screening assessment is to provide a preliminary review of the proposed project's potential for vehicle miles traveled (VMT) impacts with respect to California Environmental Quality Act (CEQA) requirements. We trust the findings of this analysis will aid you and the City of Moreno Valley in assessing the project.

## **PROJECT DESCRIPTION**

The 1.31-acre project site is located at the northwest corner of the intersection of Oliver Street and Iris Avenue in the City of Moreno Valley, California. The project site is currently undeveloped and zoned for commercial use.

The proposed project involves construction of a 7,460 square foot convenience store/gas station with eight (8) dual-sided fuel pumps (16 vehicle fueling positions), and a 1,790 square foot automatic car wash tunnel. Vehicular access is proposed to be provided by two restricted right turn in/out driveways with one on Oliver Street and one on Iris Avenue. The proposed site plan is shown in Attachment A.

## **PROJECT TRIPS**

Table 1 shows the proposed project trips based on trip generation rates obtained from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition, 2021) for Land Use Codes 945 (Convenience Store Gas Station) and 948 (Automated Car Wash).

As shown in Table 1, the proposed project is forecast to a total of approximately 4,346 new daily trips, including 155 new trips during the AM peak hour and 185 new trips during the PM peak hour.

## **VEHICLE MILES TRAVELED (VMT) SCREENING CRITERIA (CEQA)**

The project VMT screening assessment has been prepared in accordance with the City of Moreno Valley *Transportation Impact Analysis Preparation Guide for Vehicle Miles Traveled and Level of Service Assessment*, June 2020 [City VMT Guidelines], which were developed based on guidance from the Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA* (State of California, December 2018) ["OPR Technical Advisory"]. In general terms, VMT quantifies the amount and distance of automobile travel attributable to a project or region. The OPR Technical Advisory provides technical considerations

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regarding methodologies and thresholds with a focus on office, residential, and retail developments as these projects tend to have the greatest influence on VMT.

The City VMT Guidelines identify screening criteria for certain types of projects that typically reduce VMT and may be presumed to result in a less than significant VMT impact. To qualify for VMT screening, the project need only satisfy one of the following screening criteria:

- Projects located within a Transit Priority Area (TPA)
  - Projects located within one-half mile radius of major transit stop<sup>1</sup> or high-quality transit corridor<sup>2</sup>
- Projects located within a low VMT area
  - Site location can be verified with the web-based or map-based VMT Screening Tool
- Project Type Screening
  - Local serving land use
  - Retail land use projects which do not exceed 50,000 square feet of gross floor area
  - Existing project expansion and redevelopment projects up to 10,000 square feet<sup>3</sup>
  - Projects with trip generate less than net new 400 daily vehicle trips (ADT) <sup>4,5</sup>

### **TRANSIT PRIORITY AREA (TPA) SCREENING**

Projects located within a TPA, defined as within one-half mile of a major transit stop or high-quality transit corridor, may be presumed to result in a less than significant VMT impact absent substantial evidence to the contrary. This presumption may not apply, however, if the project:

1. Has a Floor Area Ratio (FAR) of less than 0.75.
2. 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)
3. Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the jurisdiction with input from the Metropolitan Planning Organization): or
4. Replaces affordable residential units with a smaller number of moderate or high-income residential units.

Based on a review of the Western Riverside Council of Governments (WRCOG) VMT Screening Tool, the proposed project is not located within a TPA; therefore, the project does not satisfy the TPA screening criteria.

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<sup>1</sup> A major transit stop is defined as an existing rail transit station, ferry terminal with bus or rail service, or the intersection of two or more major bus routes with less than 15 minute-headways during the peak commute hours (Pub. Resources Code, § 21064.3).

<sup>2</sup> Fixed route bus service with less than 15 minute-headways during the peak commute hours (Pub. Resources Code, § 21155).

<sup>3</sup> As noted in OPR Technical Advisory, CEQA provides a categorical exemption for existing facilities and additions to existing structures up to 10,000 square feet so long as the project is in an area where public infrastructure is available to allow for maximum planning development and the project is not in an environmentally sensitive area (CEQA Guidelines, § 15301, subd. (e)(2)). Typical project types for which trip generation increases relatively linearly with building footprint (i.e., general office building, single tenant office building, office park, and business park) generate or attract an additional 110-124 trips per 10,000 square feet. Therefore, absent substantial evidence otherwise, it is reasonable to conclude that the addition of 110 or fewer trips could be considered not to lead to a significant impact.

<sup>4</sup> The term vehicle refers to on-road passenger vehicles, specifically cars and light trucks. Heavy-duty trucks should only be included in a traffic impact analysis for modeling convenience and ease of calculation (e.g., where data provided combine auto and heavy freight VMT), but should not contribute to a finding of significant traffic (VMT) impact under any circumstances.

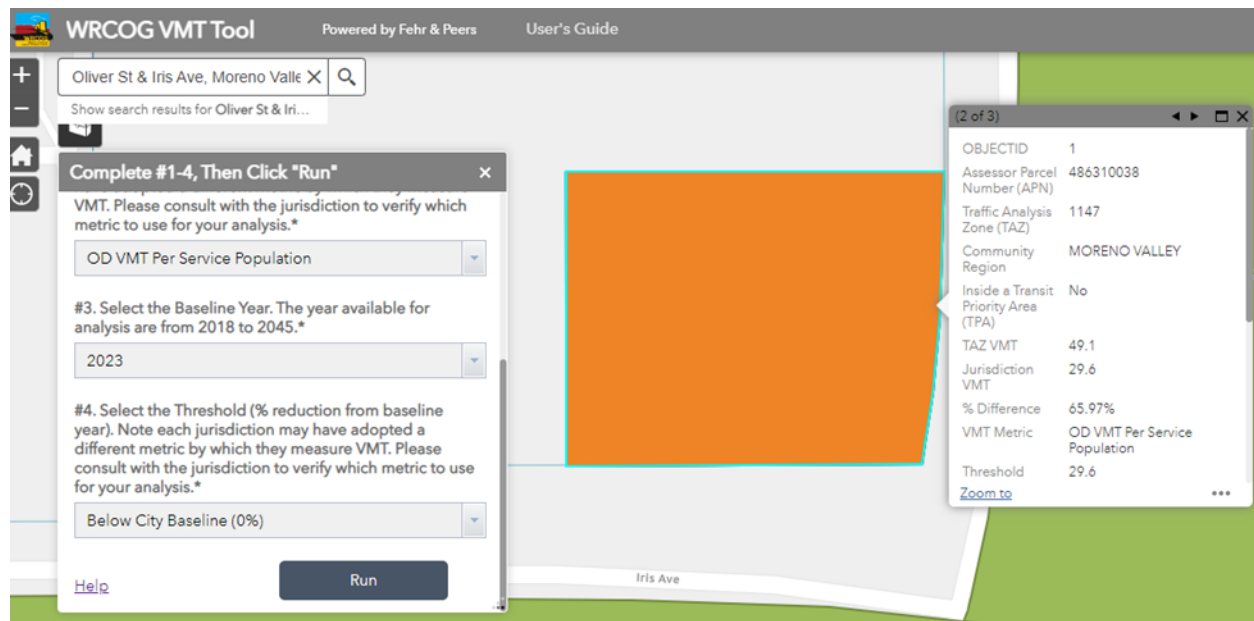
<sup>5</sup> Based on South Coast Air Quality Management District (SCAQMD) threshold of greenhouse gas (GHG) emissions, projects generating greenhouse gas emissions less than 3,000 Metric Tons of Carbon Dioxide Equivalent (MTCO<sub>2e</sub>) per year may be presumed to result in a less than significant VMT impact. Local air quality analysis has shown up to 400 daily trips would not cause a significant impact.

### **LOW VMT AREA SCREENING**

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. In addition, other employment-related and mixed-use land use projects may qualify for the use of screening if the project can reasonably be expected to generate VMT per resident, per worker, or per service population (residential plus employment) that is similar to the existing land uses in the low VMT area.

As prescribed in the City VMT Guidelines, the Western Riverside Council of Governments (WRCOG) VMT Screening Tool was used to assess low VMT area screening for the project. The WRCOG VMT Screening Tool was developed using the county travel forecasting model to measure VMT performance for individual jurisdictions and for individual traffic analysis zones (TAZs) within the WRCOG region. TAZs are geographic polygons similar to census block groups used to represent areas of homogenous travel behavior. Total daily VMT per service population was estimated for each TAZ. This presumption may not be appropriate if the project land uses would alter the existing built environment in such a way as to increase the rate or length of vehicle trips.

The proposed project is consistent with existing land uses in the project TAZ, and there does not appear to be anything unique about the project that would otherwise be mis-represented utilizing the data from the VMT Screening Tool. Since the proposed project consists of retail uses only, the proposed project would satisfy the low VMT screening criteria if it is located in a TAZ where the average total daily origin-destination VMT per service population is below the City-wide average total daily origin-destination VMT per service population.



**Exhibit A – WRCOG VMT Screening Tool Results**

Exhibit A shows the WRCOG VMT Screening Tool results for the project site, which is located in TAZ 1147. As shown in Exhibit A, the baseline year (2023) origin-destination average daily VMT per service population for the project TAZ is equal to 49.1, which exceeds the City-wide baseline (29.6 VMT per service population).

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Therefore, the proposed project does not satisfy the City of Moreno Valley established screening criteria for projects located in a low VMT area.

### **PROJECT TYPE SCREENING**

Some project types have been identified as having the presumption of a less than significant impact as they are local serving by nature, or they are small enough to not warrant assessment.

Local serving retail projects with stores less than 50,000 square feet may be presumed to have a less than significant impact absent substantial evidence to the contrary. Local serving retail generally improves the convenience of shopping close to home and has the effect of reducing vehicle travel. In addition to local serving retail, the following uses can also be presumed to have a less than significant impact absent substantial evidence to the contrary as their uses are local serving in nature:

- K-12 schools
- Local parks
- Day care centers
- Local-serving retail uses less than 50,000 square feet, including:
  - Gas stations
  - Banks
- Student housing projects
- Local serving community colleges that are consistent with the assumptions noted in the RTP/SCS
- Existing projects or redevelopment of up to 10,000 additional square feet
- Projects generating less than 400 daily vehicle trips. This generally corresponds to the following “typical” development potentials:
  - 42 single family housing units
  - 60 multi-family, condominiums, or townhouse housing units
  - 41,000 sq. ft. of office
  - 10,500 sq. ft. of general retail
  - 57,500 sq. ft. of light industrial
  - 112,500 sq. ft. of warehousing
  - 285,700 sq. ft. of high cube transload and short-term storage warehouse

The proposed project consists of local-serving retail uses totaling 9,250 square feet; therefore, the proposed project satisfies the City-established project type screening criteria and may be presumed to result in a less than significant VMT impact.

### **CONCLUSIONS**


The proposed project is forecast to generate a total of approximately 4,346 new daily trips, including 155 new trips during the AM peak hour and 185 new trips during the PM peak hour.

The proposed project satisfies the City-established for project type screening criteria as adopted by the City of Moreno Valley and is presumed to result in a less than significant VMT impact.

It has been a pleasure to assist you with this project. Should you have any questions or if we can be of further assistance, please do not hesitate to call at (714) 795-3100 x 103.

Mr. Mark Sater  
PARADISE LAKE LLC  
April 11, 2023

Sincerely,  
GANDDINI GROUP, INC.



Perrie Ilercil, P.E. (AZ)  
Senior Engineer



Giancarlo Ganddini, PE, PTP  
Principal

**Table 1  
Project Trip Generation**

Trip Generation Rates									
Land Use	Source <sup>1</sup>	Land Use Variable <sup>2</sup>	AM Peak Hour			PM Peak Hour			Daily Rate
			% In	% Out	Rate	% In	% Out	Rate	
Convenience Store Gas Station (5.5-10 ksf GFA)	ITE 945	VFP	50%	50%	31.60	50%	50%	26.90	345.75
Automated Car Wash	ITE 948 <sup>3</sup>	CWT	50%	50%	34.44	50%	50%	77.50	861.11

Trips Generated										
Land Use	Source	Quantity		AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	
Convenience Store Gas Station (5.5-10 ksf GFA)	ITE 945	16	VFP	253	253	506	215	215	430	5,532
<i>Pass-by Trips (76%AM, 75%PM, 37%Daily)</i>	ITE 945 <sup>4</sup>			-192	-193	-385	-161	-162	-323	-2,047
Subtotal				61	60	121	54	53	107	3,485
Automated Car Wash	ITE 948	1	CWT	17	17	34	39	39	78	861
Subtotal Project Trips (Gross)				270	270	540	254	254	508	6,393
Total Pass-by Trips				-192	-193	-385	-161	-162	-323	-2,047
<b>TOTAL NEW PROJECT TRIPS</b>				<b>78</b>	<b>77</b>	<b>155</b>	<b>93</b>	<b>92</b>	<b>185</b>	<b>4,346</b>

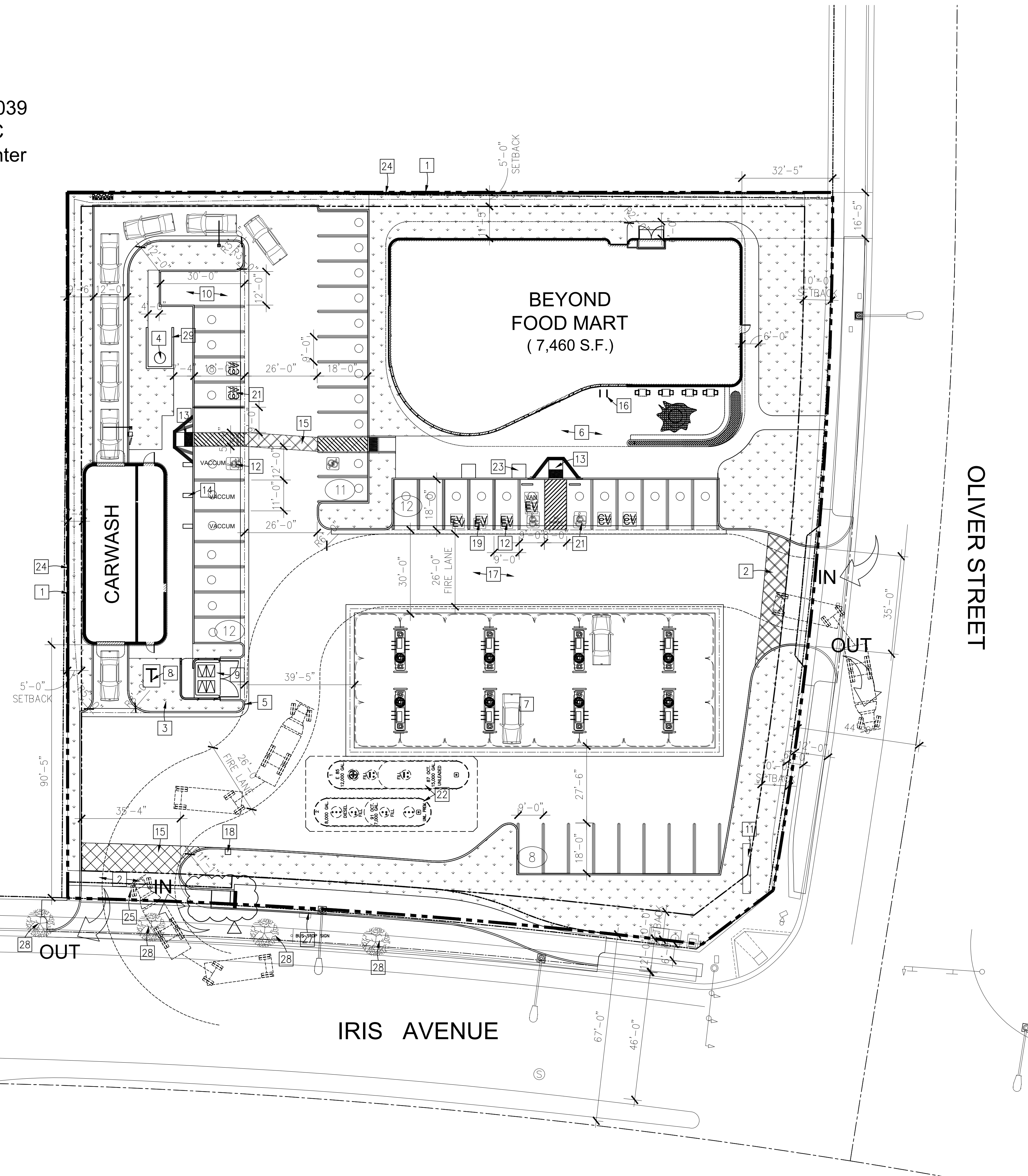
Notes:

1. ITE = Institute of Transportation Engineers *Trip Generation Manual* (11th Edition, 2021); ### = Land Use Code.  
All rates based on General Urban/Suburban setting.
2. VFP = Vehicle Fuel Position; CWT = Car Wash Tunnel.
3. ITE rates supplemented with data from San Diego Association of Governments (SANDAG) *Vehicular Traffic Generation Rates* (April 2002). Where the daily or peak hour rate is not provided by ITE, the SANDAG percentage of peak hour to daily rate is used to calculate the missing data. Where the peak hour distribution is not provided by ITE, the SANDAG peak hour distribution is used.
4. Pass-by trips calculated in accordance with procedures in the ITE Trip Generation Handbook. Daily pass-by is calculated using half of the AM and PM pass-by average rates for the daily rate.

**ATTACHMENT A**

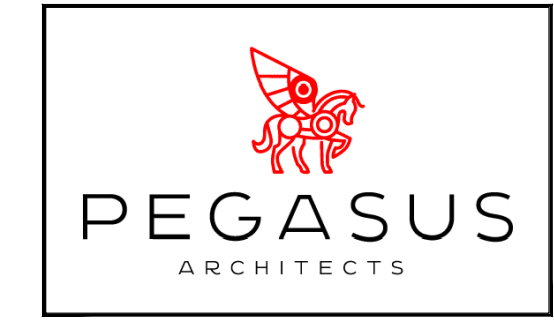
**SITE PLAN**

APN: 486-310-039  
 ZONING: DC  
 (Downtown Center)



Reference Notes

- 1 (E) PROPERTY LINES
- 2 (N) CURB AND GUTTER/DRIVEWAY (RIGHT IN & OUT)
- 3 (N) LANDSCAPE
- 4 (N) HEALY TANK
- 5 (N) CONCRETE CURB
- 6 (N) CONCRETE SIDEWALK
- 7 (N) CANOPY 47'-0"x128'-0" (UNDER SEPARATED PERMIT)
- 8 (N) TRANSFORMER PAD
- 9 (N) TRASH/RECYCLE ENCLOSURE
- 10 (N) LOADING/UNLOADING (10'-0"x20'-0")
- 11 (N) CORNER MONUMENT, SIGN BY OTHERS, UNDER SEPARATE PERMIT.
- 12 (N) HCP PARKING
- 13 (N) HCP RAMP
- 14 (N) VACUUM @ 6 LOCS
- 15 (N) 5'-0" WIDE HCP PATH OF TRAVEL W/ DECORATIVE CONCRETE PATHWAY, PER CODE STD
- 16 (N) 'U' RACK BICYCLE PARKING PER CITY'S STANDARD.
- 17 (N) 26' WIDE FIRE LANE
- 18 (N) AIR/WATER TOWER
- 19 (N) EVCS PARKING PER CITY'S STD. PROVIDE MIN. 1" CONDUIT TERMINATING IN LISTED ENCLOSURE FOR FUTURE CHARGER.
- 20 (N) 8' HT. SPLITFACE CMU FENCE WALL
- 21 (N) FUEL-EFFICIENT CARPOOL AND VANPOOL VEHICLE, PER CODE STD.
- 22 (N) UNDERGROUND TANK, UNDER SEPARATE PERMIT.
- 23 (N) EV CHARGING STATION
- 24 (N) 6' HT SPLIT FACE CMU WALL W/ 2" CONCRETE CAP
- 25 ACCESS DRIVEWAYS ON IRIS AVENUE WILL BE RESTRICTED TO RIGHT IN / RIGHT OUT ONLY.
- 26 (E) TREE TO REMOVE
- 27 (N) BUS STOP
- 28 (E) TREE TO REMOVE, SEE LANDSCAPE PLAN.
- 29 (N) CMU WALL WITH STUCCO FINISH AT 6'-0" HEIGHT.



4300 EDISON AVE.,  
 CHINO, CA 91710  
 TEL: 909.465.4101  
 FAX: 909.606.6839

PROJECT: NEW BEYOND FOODMART DEVELOPMENT  
 ADDRESS: 27990 IRIS AVE., MORENO VALLEY, CA 92555  
 CLIENT: TABEL CENTER LLC 2501 EAST CHAPMAN AVE., SUITE 130 FULLERTON CA 92831

SHEET TITLE: SITE PLAN

KEY MAP SEAL/STAMP

JOB NO.	SITE #
DRAWN BY: TL/ZL	
SUPERVISED BY: TL	
CHECKED BY: TL	
PLAN CHECK	
PERMIT SET	
BID SET	

REVISIONS	
1st OIP Resubmittal	10/27/2022
2nd PP Resubmittal	
3rd OIP Resubmittal	03/05/2023

SHEET NO:

A1.01

OF SHEETS  
 S H E E T

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