

APPENDIX L
VMT SCREENING EVALUATION

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SANTA ANA MCDONALD'S VEHICLE MILES TRAVELED (VMT) SCREENING EVALUATION

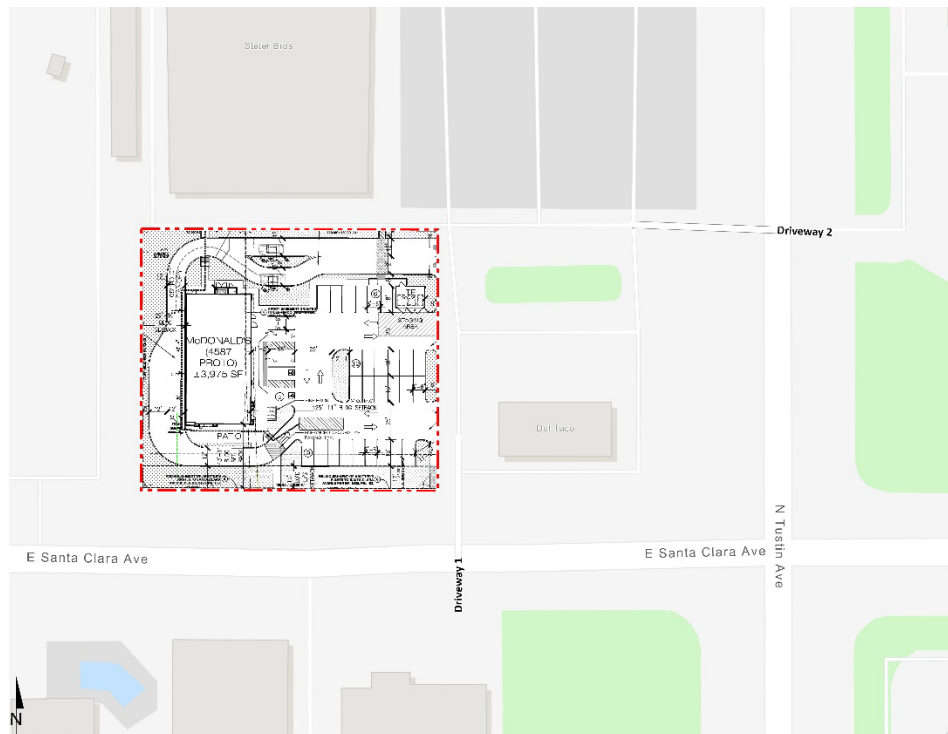
Mr. Nick Kreuter,

Urban Crossroads, Inc. is pleased to provide the following Vehicle Miles Traveled (VMT) Screening Evaluation for the Santa Ana McDonald's development (**Project**) which is located at 2109 East Santa Clara Avenue in the City of Santa Ana.

PROJECT OVERVIEW

It is our understanding that the project is to consist of a 3,975 square foot drive-thru restaurant. Preliminary site plan can be found below in Exhibit 1.

EXHIBIT 1: PRELIMINARY SITE PLAN



BACKGROUND

Changes to California Environmental Quality Act (CEQA) Guidelines were adopted in December 2018, which requires 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 the transition from LOS to VMT, the Governor's Office of Planning and Research (OPR) published its Technical Advisory on Evaluating Transportation Impacts in CEQA (**Technical Advisory**) (1). Based on OPR's Technical Advisory, the City of Santa Ana has prepared their City of Santa Ana Traffic Impact Study Guidelines (September 2019) (**City Guidelines**) (2). The City Guidelines have been utilized to prepare this VMT screening evaluation.

VMT SCREENING

The City's Guidelines list standardized screening methods for project level VMT analysis that can be used to identify when a proposed land use development project is anticipated to result in a less than significant impact thereby eliminating the need to conduct a full VMT analysis. The City of Santa Ana VMT screening types, as described within the City Guidelines, are listed below:

- Transit Priority Area (TPA) Screening
- Low VMT Area Screening
- Project Type Screening

A land use project need only to meet one of the above screening thresholds to result in a less than significant impact.

TPA SCREENING

Consistent with guidance identified in the City Guidelines, 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);

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.").

- 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 site is not located within ½ mile of an existing major transit stop, or along a high-quality transit corridor (See Attachment A).

TPA screening threshold is not met.

LOW VMT AREA SCREENING

As noted in the Technical Advisory consistent with the City Guidelines, “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 uses 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 that is similar to the existing land uses in the low VMT area.” The City Guidelines provides a map of transportation analysis zones (TAZs) within the City that are 15% below the Orange County average. Projects located in these areas presumed to have a less than significant impact on VMT if the following additional secondary screening step are satisfied:

1. Verify that the proposed land use is consistent with the existing land use that is generating low VMT/SP. This will include a land use (type, density, demographics, etc.) comparison.
2. Verify that the proposed land use is consistent with RTP/SCS assumptions or the project decreases VMT/SP compared to the RTP/SCS.

The Project is located within a low VMT generating area (see Attachment B). However, the Project is not consistent the RTP/SCS and does not meet the secondary criteria.

Low VMT Area screening criteria is not met

PROJECT TYPE SCREENING

The City Guidelines describe that local serving retail projects less than 50,000 square feet may be presumed to have a less than significant impact absent substantial evidence to the contrary.

The Project proposes to develop a drive-thru quick serve restaurant of 3,975 square feet which is below the 50,000 square feet project type screening threshold as identified by the City Guidelines.

Project Type screening criteria is met.

CONCLUSION

In summary, the Project was evaluated consistent with the available screening criteria. The Project was found to meet the Project Type screening criteria. The Proposed Project is presumed to result in a less than significant impact for VMT; no further VMT analysis required.

If you have any questions, please contact me directly at aso@urbanxroads.com.

Respectfully submitted,

URBAN CROSSROADS, INC.

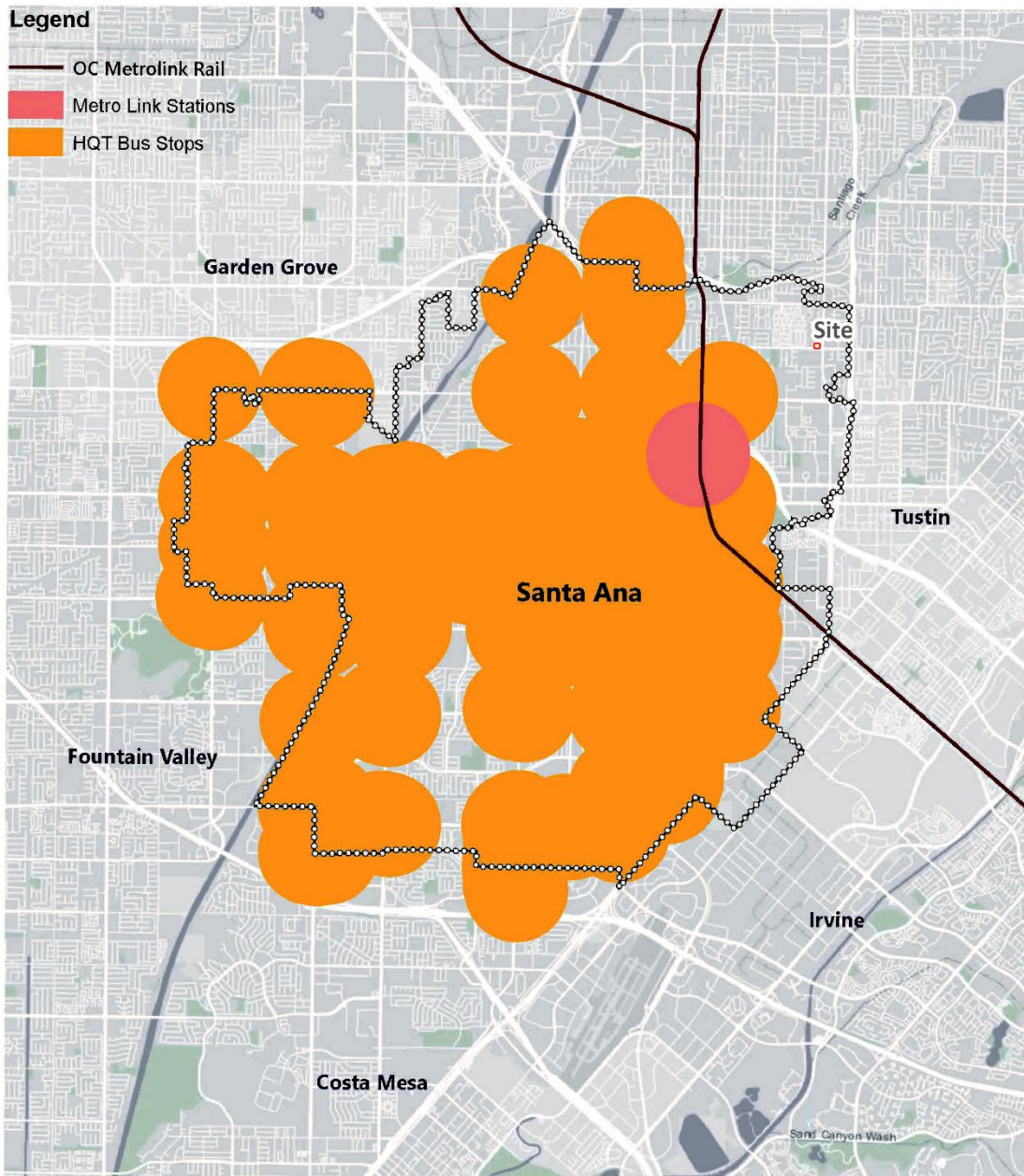


Alexander So
Senior Associate

REFERENCES

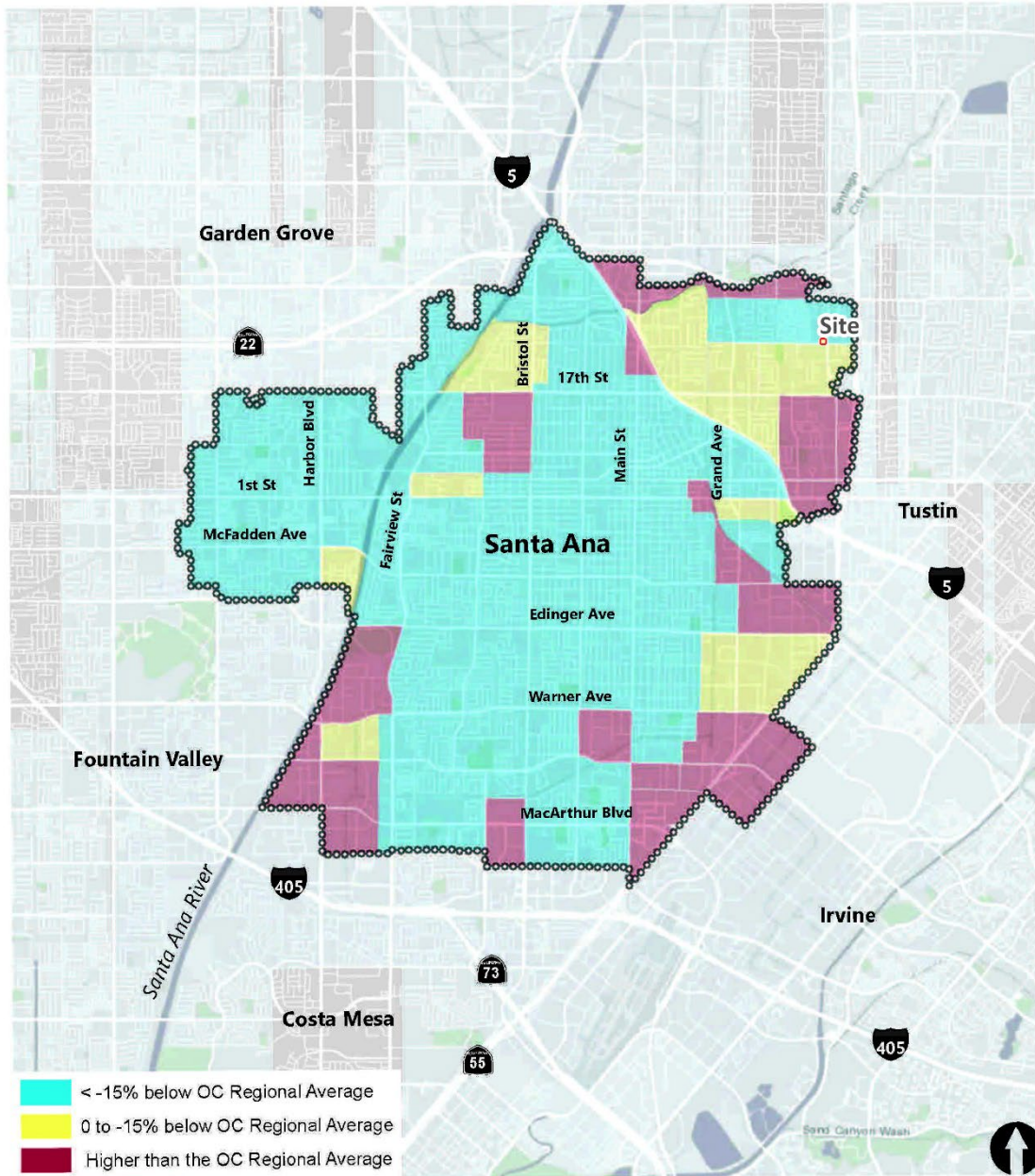
1. **Office of Planning and Research.** *Technical Advisory on Evaluating Transportation Impacts in CEQA.* State of California : s.n., December 2018.
2. **City of Santa Ana.** *City of Santa Ana Traffic Impact Study Guidelines.* September 2019.

ATTACHMENT A
TPA MAP



Appendix A
 Santa Ana Transit Priority Areas

ATTACHMENT B
LOW AREA VMT MAP



Appendix B
 VMT/SP in Santa Ana as Compared to Orange County Average