



MEMORANDUM

DATE: September 30, 2021

To: Scott Johnson, Community Development Department, Environmental Planning Services, City of Sacramento

FROM: Ambarish Mukherjee, P.E., AICP

SUBJECT: HP Hood Cold Storage Project Vehicle Miles Traveled Analysis Memorandum

LSA is under contract to prepare a Vehicle Miles Traveled (VMT) Analysis Memorandum (Memo) for the proposed HP Hood Cold Storage Project (project) in the City of Sacramento (City). The project includes the construction of an approximately 94,000 square feet (sf) cold storage warehouse facility, to be located at 8430 Belvedere Avenue, southwest corner of Belvedere Avenue and Safeway Distribution Driveway, within Sacramento County Assessor Parcel Number (APN) 061-0140-071-0000. Figure 1 (all figures attached) illustrates the regional and project location. Figure 2 illustrates the conceptual site plan for the project.

BACKGROUND

On December 28, 2018, the California Office of Administrative Law cleared the revised California Environmental Quality Act (CEQA) guidelines for use. Among the changes to the guidelines was removal of vehicle delay and level of service from consideration under CEQA. With the adopted guidelines, transportation impacts are to be evaluated based on a project's effect on VMT.

The City adopted its new VMT analysis guidelines in September 2020. Therefore, for purposes of this analysis, the City's *Transportation Impact Analysis Guidelines* (dated September 8, 2020) has been used.

The City's guidelines state that land uses other than residential, office, and retail should be evaluated using the threshold that most closely reflects the travel characteristics of the users of the project. As such, LSA understands that VMT per employee will be the most appropriate VMT metric for warehousing uses. Therefore, for purposes of this analysis, the project VMT per employee has been compared with the regional VMT per employee to determine VMT impacts. Following is a detailed description of the VMT analysis.

METHODOLOGY

As per the City's guidelines, the modeling area for the Sacramento Activity Based Travel Simulation Model (SACSIM) has been considered as the region. Additionally, as stated above, the Guidelines state that land uses other than residential, office, and retail should be evaluated using the threshold

that most closely reflects the travel characteristics of the users of the project. As a conservative approach, the threshold for determining VMT impacts has been considered as 85 percent of the region’s current baseline VMT per employee. As such, the VMT per employee under baseline (2016) conditions was compared with the aforementioned threshold to determine whether the project will have a significant VMT impact.

SACSIM has been used to estimate both regional and project VMT. The SACSIM socioeconomic database for the baseline (2016) scenario was updated with the project land use to calculate project VMT. Regional and project VMT were calculated from the SACSIM model runs as described below:

Project Traffic Analysis Zone Update

The first step in preparation of this analysis was to update the traffic analysis zones (TAZs) in the model that includes the project area. LSA converted the project land use into model socioeconomic categories and SACSIM socioeconomic database for the baseline scenario was updated with the project socioeconomic data. One additional zone was added to the model and updated with the socioeconomic data developed for the proposed project land use. The new TAZ was utilized to calculate project specific VMT per employee.

VMT ANALYSIS

The baseline (2016) conditions no project VMT per employee was obtained from the SACSIM “no project” model run. The regional VMT per employee is 22.10. Further, as stated above, 85 percent of the baseline regional VMT per employee was considered as the threshold. As shown in Table A, the VMT threshold is 18.78. The project VMT per employee under baseline (2016) conditions is 23.67. Therefore, under baseline conditions, the project’s VMT per employee would exceed the threshold by 26.04 percent. Therefore, based on the City’s guidelines, the project would have a significant VMT impact.

Table A: Baseline (2016) VMT per Employee Comparison

Threshold (85% of Baseline Regional VMT)	Project	Percentage Difference
18.78	23.67	+26.04%

Source: Sacramento Activity-Based Travel Simulation Model
 VMT = Vehicle Miles Traveled

MITIGATION

When a lead agency identifies a significant CEQA impact, the agency must identify feasible mitigation measures in order to avoid or substantially reduce that impact. VMT impacts will require mitigation of regional impacts through more behavioral changes. Enforcement of mitigation measures will be subject to the mitigation monitoring requirements of CEQA, as well as the regular police powers of the agency. These measures can also be incorporated as a part of plans, policies, regulations, or project designs.

In general, transportation demand management (TDM) actions, active transportation amenities, and other measures to reduce the number of project trips are possible VMT mitigation strategies.

Mitigation for this project could include implementation of carpool programs, addition of bike lanes, provision of bike parking within the project site, implementation of pedestrian network improvements, provision of transit passes, etc. Specific VMT mitigation for this project will be determined based on discussions with the project applicant and City staff will be identified.

ATTACHMENTS

Figure 1: Regional and Project Location

Figure 2: Conceptual Site Plan

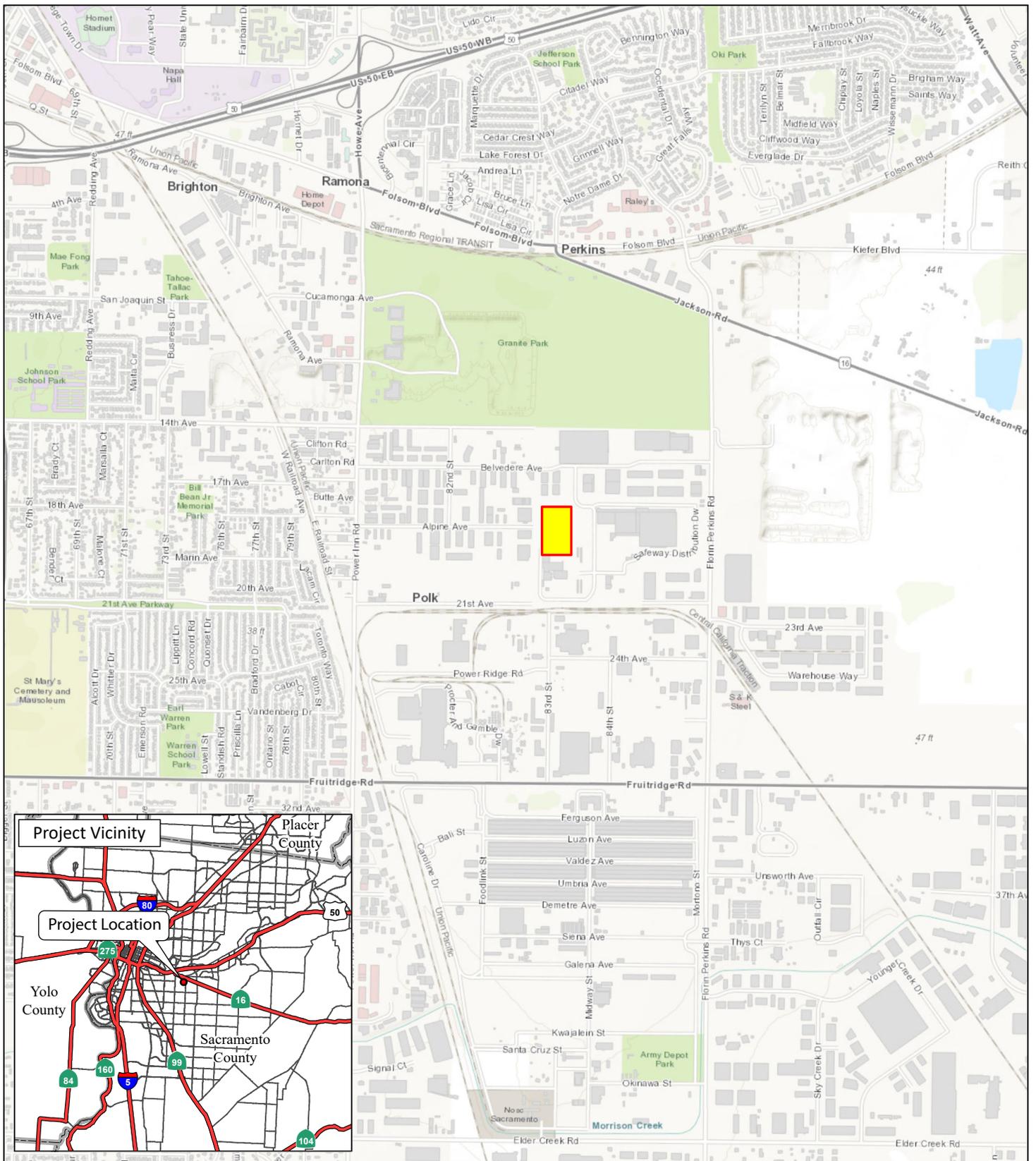


FIGURE 1

LSA

LEGEND

Project Site



SOURCE: ArcGIS Online Topographic Map (2020)
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