

Appendix I
VMT Assessment



HEXAGON TRANSPORTATION CONSULTANTS, INC.

Memorandum

Date: March 19, 2021
To: Nick Pappani, Raney Planning & Management, Inc.
From: Robert Del Rio, T.E., Luis Descanzo
Subject: VMT Assessment for the Proposed Monterey-Madrone Residential Development in Morgan Hill, California

Hexagon Transportation Consultants, Inc. has completed a vehicle-miles traveled (VMT) assessment for the proposed affordable housing development at 18960 Monterey Road in Morgan Hill, California (APN: 726-36-059). The project site is located at the northeast corner of the intersection of Monterey Road and Madrone Parkway in Morgan Hill, California (see Figure 1). The project as proposed consists of the construction of 249 affordable apartment units, which includes three manager units, on the site that is currently occupied by a vehicle tow storage yard (see Figure 2 for site plan). The purpose of this memorandum is to provide an assessment of the project's effect on VMT. The VMT assessment methodology and results are discussed below.

VMT Assessment Methodology and Results

Pursuant to Senate Bill (SB) 743, the California Environmental Quality Act (CEQA) 2019 Update Guidelines Section 15064.3, subdivision (b) states that VMT will be the metric in analyzing transportation impacts for land use projects for CEQA purposes. VMT is the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT measures the full distance of personal motorized vehicle-trips with one end within the project. Typically, development projects that are farther from other, complementary land uses (such as a business park far from housing) and in areas without transit or active transportation infrastructure (bike lanes, sidewalks, etc.) generate more driving than development near complementary land uses with more robust transportation options. Therefore, developments located in a central business district with high density and diversity of complementary land uses and frequent transit services are expected to internalize trips and generate shorter and fewer vehicle trips than developments located in a suburban area with low density of residential developments and no transit serve in the project vicinity.

The *Technical Advisory on Evaluating Transportation Impacts in CEQA* published by the Governor's Office of Planning and Research (OPR) in December 2018 provides recommendations regarding VMT evaluation methodology, significance thresholds, and screening thresholds for land use projects. The OPR screening thresholds recommendations are intended to identify when a project should be expected to cause a less-than-significant impact without conducting a detailed VMT evaluation. The OPR screening thresholds recommendations are based on project size, maps, transit availability, and provision of affordable housing. The OPR recommendations include the screening thresholds criteria listed below.



- OPR recommends that office or residential projects not exceeding a level of 15 percent below existing VMT per capita may indicate a less-than-significant impact on VMT.
- OPR recommends that projects (including office, residential, retail, and mixed-use developments) proposed within ½ mile of an existing major transit stop or within ¼ mile of an existing stop along a high-quality transit corridor may be presumed to have a less-than-significant impact on VMT.
- OPR recommends that 100 percent affordable residential development in infill locations be presumed to have a less-than-significant impact on VMT.
- OPR recommends that projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than-significant impact on VMT.

The City of Morgan Hill, at the time of this report, is undertaking a process of updating its General Plan policies to incorporate VMT methodologies and significance thresholds to be consistent with SB 743 but has not released draft thresholds. In the absence of an adopted, or even draft, City policy with numeric thresholds, this assessment relies on OPR guidelines in analyzing the project's effects on VMT.

The proposed project would consist of 249 affordable housing apartment units. According to the OPR recommendations, since the proposed project would be a 100 percent affordable residential development it may be presumed to have a less-than-significant impact on VMT. The OPR guidelines state that adding affordable housing to infill locations generally improves jobs-housing match, in turn shortening commutes and reducing VMT. In addition, the OPR guidelines state that in areas where existing jobs-housing match is closer to optimal, low-income housing nevertheless generates less VMT than market-rate housing.

Furthermore, the pedestrian generators near the project vicinity would help support a reduced project VMT. Pedestrian generators in the project vicinity (within ¼ to 1-mile radius) include transit bus stops along Cochrane Road and Hale Avenue. These transit services would provide access to commercial uses (restaurant, retail, etc.) along Cochrane Road, Monterey Road and Downtown Morgan Hill, approximately 1.5 miles south of the project site. There are also many existing employment uses (light industrial and manufacturing) within walking distance of the site. As a result of the project proposing 100 percent affordable units and due to pedestrian generators located less than a 1-mile radius, it can be presumed that the project would have a less-than-significant impact on VMT.

Figure 1
Site Location

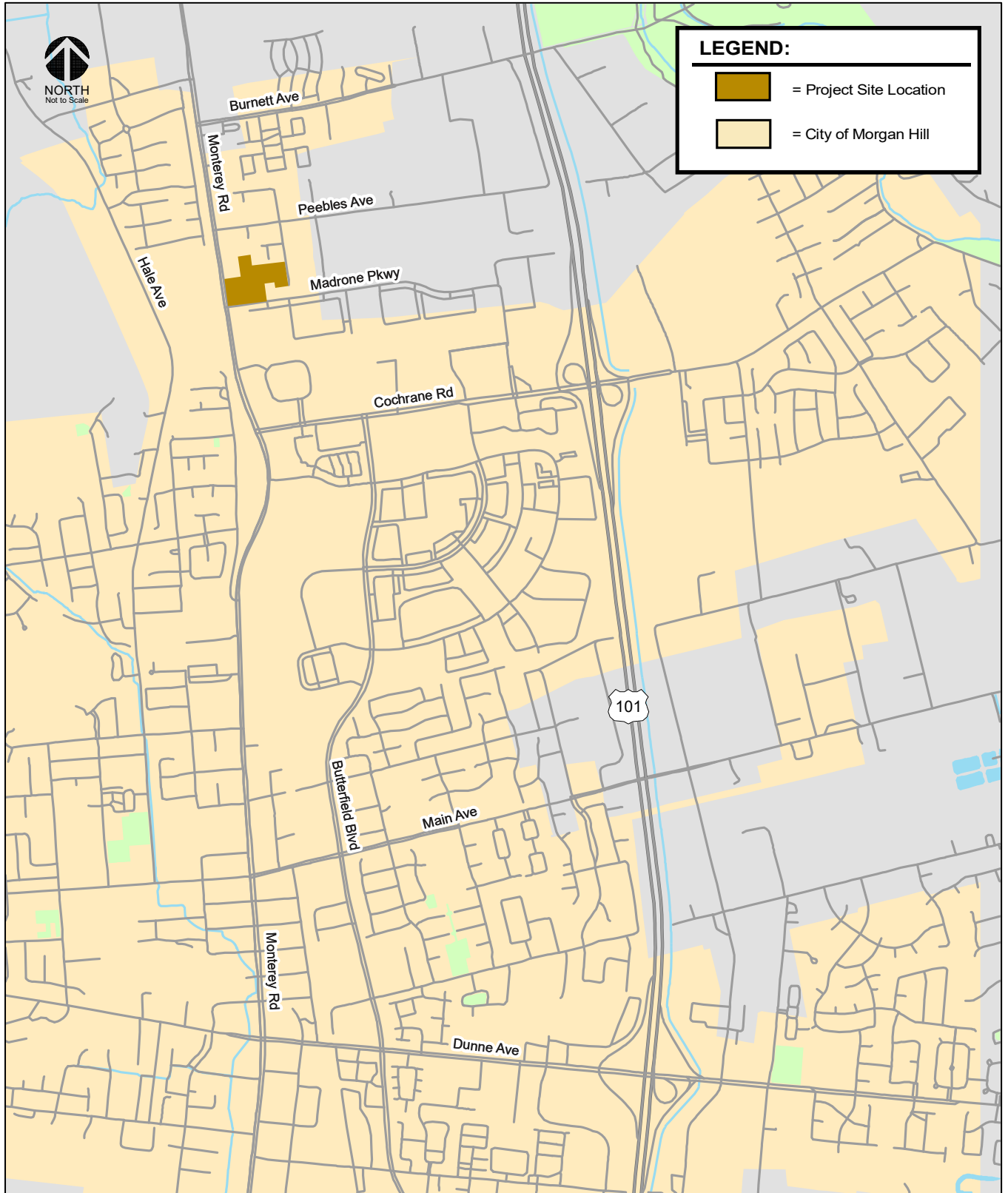


Figure 2
Site Plan

