



August 27, 2021

Mr. Richard Schoebel
Chief Operating Officer
Retail Opportunity Investments Corporation
11250 El Camino Real, Suite 200
San Diego, CA 92130

Vehicle Miles Traveled Evaluation for the Pinole Vista Project

Dear Mr. Schoebel;

As requested, W-Trans has prepared an evaluation of vehicle miles traveled (VMT) for the proposed Pinole Vista project. The purpose of this analysis is to document the potential change in VMT of the proposed residential development.

Project Description

The proposed project would convert an unoccupied 91,340 square foot retail shopping center into a 214-unit multi-family housing complex. The main access points to the project would be the two most westerly driveways of the Pinole Vista Shopping center.

Vehicle Miles Traveled (VMT) Evaluation

Senate Bill (SB) 743 established a change in the metric to be applied for determining environmental traffic impacts associated with development projects. Rather than the delay-based criteria associated with a Level of Service (LOS) analysis, the increase in Vehicle Miles Traveled (VMT) as a result of a project is now the basis for determining potential environmental impacts. Because the City of Pinole has not yet adopted a standard of significance for evaluating VMT, guidance provided by the California Governor's Office of Planning and Research (OPR) in the publication Technical Advisory on Evaluating Transportation Impacts in CEQA, 2018, as well as recommendations provided by the Contra Costa Transportation Authority (CCTA) in the Technical Memorandum titled "VMT Analysis Methodology for Land Use Projects in Contra Costa, GMTF Review Draft", dated July 9, 2020 was used. Guidance provided in these documents recommend the use of screening thresholds to quickly identify when a project should be expected to cause a less-than-significant impact without conducting a detailed study. (See CEQA Guidelines, 15036(c)(3)(C), 15128, and Appendix G.)

Based on data from Contra Costa Transportation Authority (CCTA) 2020 travel demand model, the County of Contra Costa has a baseline average residential VMT of 17.3 miles per capita. Applying the previously described guidance, a residential project generating a VMT that is 15 percent or more below this value, or 14.7 miles per capita, would have a less-than-significant VMT impact.

The proposed project would be located within Traffic Analysis Zone (TAZ) 10190 of the Contra Costa Travel Demand Model which has a home-based VMT of 13.2 miles per resident. Because this per capita VMT rate of 13.2 is lower than the significance threshold of 14.7 miles, the project would be presumed to have a less-than-significant VMT impact. A summary of the VMT findings is provided in Table 1.

Table 1 – Vehicle Miles Traveled Analysis Summary

VMT Metric	Baseline VMT Rate	Significance Threshold	Project VMT Rate	Resulting Significance
Residential VMT per Capita (Countywide Baseline)	17.3	14.7	13.2	Less-Than-Significant

Note: VMT Rate is measured in VMT per Capita, or the number of daily miles driven per resident

Finding –The project would be expected to have a VMT per capita equal to or less than 15-percent below the countywide VMT per resident. Therefore, the project is presumed to have a less-than-significant VMT impact.

Thank you for giving W-Trans the opportunity to provide these services. Please call if you have any questions.

Sincerely,



Mark Spencer, TE
Senior Principal

MES/kbj/PIN003.L3