# Memorandum

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| To: | Philip Nitollama, City Traffic Engineer, City of Riverside<br>Vital Patel, Traffic Engineering, City of Riverside |
| From: | Kawai Mang, Project Engineer, Albert A. Webb Associates<br>Jacqueline Gamboa, Assistant Environmental Analyst, Albert A. Webb Associates |
| Date: | November 07, 2024 |
| Subject: | Vehicle Miles Traveled (VMT) Screening Assessment for the Riverside Alive Project (PR 2024-001675) in the City of Riverside |

Albert A. Webb (WEBB) has prepared this vehicle miles traveled (VMT) screening assessment for the proposed Riverside Alive Project, located at 3637 Fifth Street in the City of Riverside see Figure 1: Project Location. This assessment is based on the City of Riverside's Transportation Impact Analysis Guidelines for Vehicles Miles Traveled and Level of Service Assessment (2020) (herein after referred to as Guidelines), and the approved Project scoping form (Attachment A).

Figure 1: Project Location

# A. Background and Project Description

The Project site is in Downtown Riverside on approximately 10 acres and includes the Lot 33 parking lot and Riverside Convention Center (RCC). The existing RCC is located at 3637 Fifth Street in Riverside in Riverside County. The Project entails the following Assessor Parcel Numbers (APNs) 213-111-011, 213-111-012, 213-111-014, 213-111-015, 213-111-016. Local access to the Project site is provided via Main Street, Third Street, Fifth Street, Market Street and Orange Street. There is no change proposed to the existing land use and zoning of Downtown Specific Plan.

## Existing Development

The existing RCC is a 108,000 square-foot (sf) building that offers 50,000 sf of flexible indoor exhibit, ballroom, and meeting space as well as outdoor meeting space and passive park area in the Outdoor Plaza.

Lot 33 is a surface parking lot managed by the City of Riverside with 498 parking stalls, of which 18 are accessible and one is an electric vehicle charging station. Lot 33 has two existing full-access driveways, one on Market Street and one on Third Street at the existing Main Street intersection.

## Project Proposal

The Project proposes a combination of residential, office, retail, and hotel uses, along with a Convention Center expansion and new parking facilities. No specific development is currently proposed; however, the following maximum size assumptions for the proposed Project land uses are used to determine a reasonable site buildout for analysis (Table A: Proposed Project Uses). The potential layout of these uses is shown in Figure 2: Proposed Project Layout.

With the demolition of Lot 33, its two existing driveways on Third Street and Market Street would be removed. Vehicle access to the Project is proposed via existing driveways on Market Street and Fifth Street serving the existing Marriott Hotel. Vehicle loading and passenger drop-off/pick-up areas will be provided on Third Street, Market Street, and Fifth Street. The existing Orange Street loading area would remain.

The Project area is served by Riverside Transit Agency (RTA) routes 12, 29 and 204 via Market Street, with bus stops at Third Street, Fourth Street, and Sixth Street. The Downtown Riverside Metrolink station is located approximately 0.5 miles southwest of the Project site along Vine Street between Fourteenth Street and University Avenue.

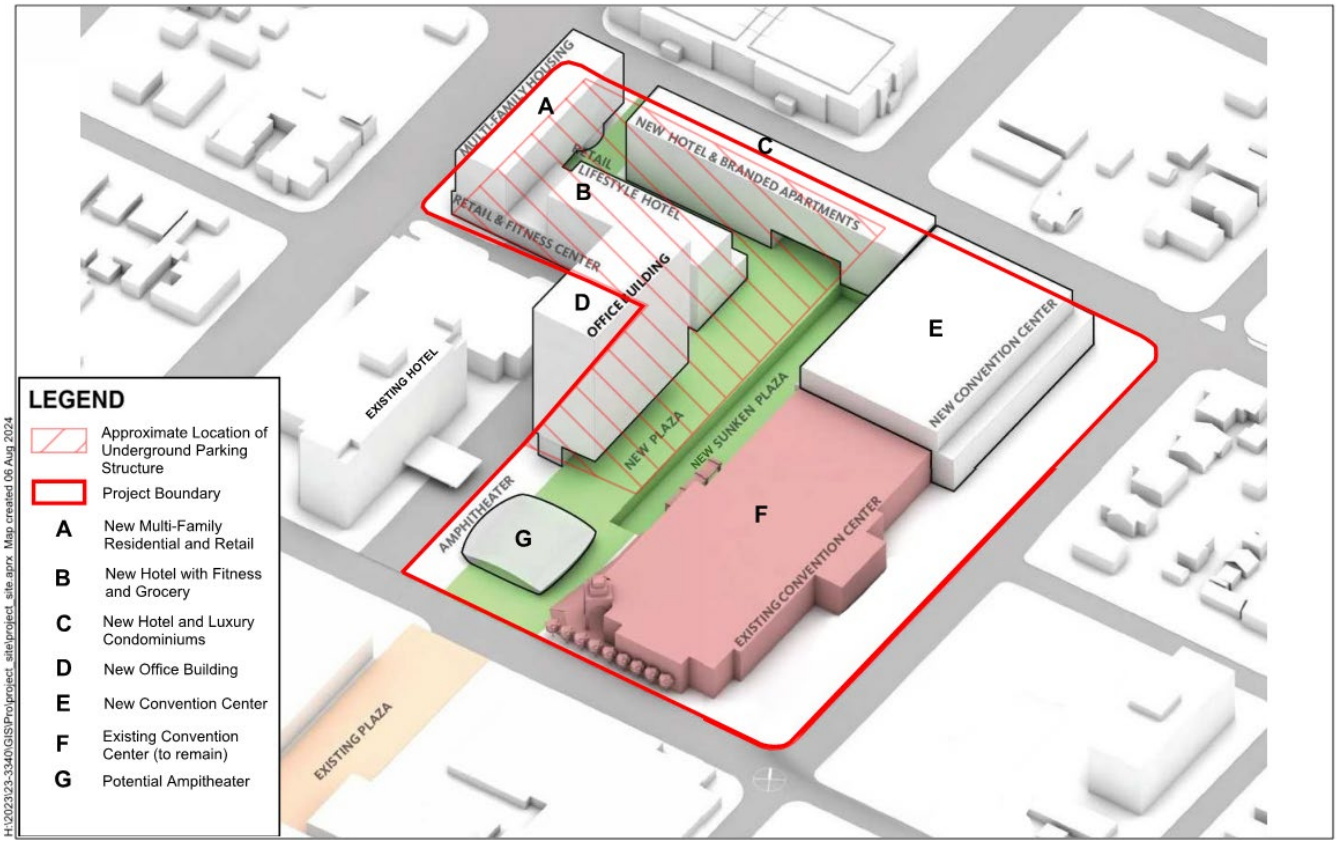
The Project will provide pathways to facilitate the movement of pedestrians within the site and provide connection to the existing sidewalks along Third Street, Fifth Street, Market Street and Orange Street.

Table A: Proposed Project Uses

| Land Use Type | Maximum Size | Unit[1] |
|---|---|---|
| Condominiums | 55 | DU |
| Multi-Family Residential | 113 | DU |
| Hotel | 376 | RM |
| Office | 220,000 | SF |
| Commercial Retail Uses | | |
| Restaurant-Focused Retail | 12,875 | SF |
| Grocery Store | 20,690 | SF |
| Fitness Center | 28,416 | SF |
| Parking Facilities | Up to 5 | Levels |
| Convention Center Expansion | 189,000 | SF |

Notes: [1] DU = dwelling unit; RM = room; SF = square feet

Figure 2: Proposed Project Layout



## B. VMT Screening Criteria and Findings

Per California Senate Bill 743 (SB 743), the California Office of Planning and Research (OPR) identified VMT as the most appropriate measure of determining transportation impacts under the California Environmental Quality Act (CEQA), replacing previous level of service (LOS) analyses. Accordingly, the City of Riverside adopted their Guidelines that provide criteria to screen for projects that are presumed to have a less-than-significant effect on VMT. This assessment also uses the Western Riverside Council of Governments (WRCOG) web-based VMT screening tool to determine whether the Project meets the screening criteria based on traffic analysis zone (TAZ).

Per the City Guidelines, several screening criteria may be applied to effectively screen projects from project-level assessment. The five screening steps are summarized below:

- Step 1: Transit Priority Area (TPA) Screening

  Projects located within a TPA may be presumed to have a less than significant impact absent substantial evidence to the contrary. This presumption may NOT be appropriate 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 City), with input from the Metropolitan Planning Organization); or
  4. Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

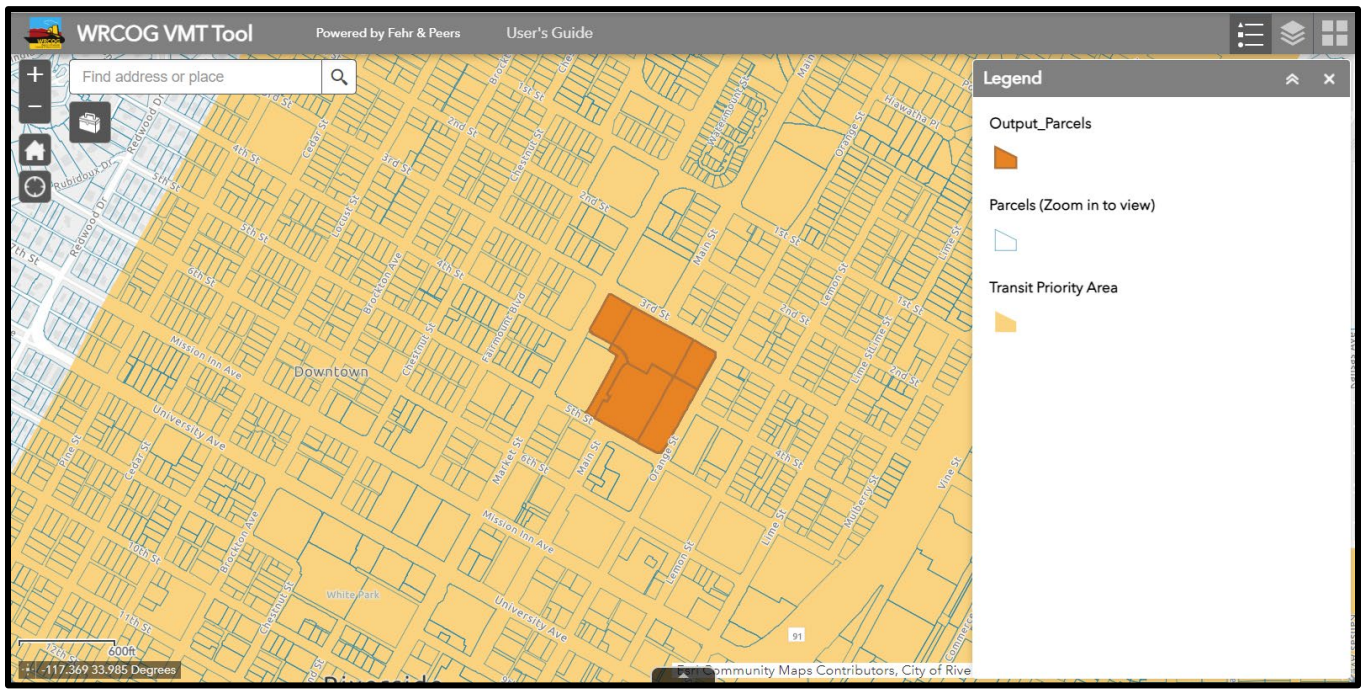
  A TPA is defined as a half mile area around an existing major transit stop or an existing stop along a high quality transit corridor per the definitions below.

  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.

  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.

According to the WRCOG VMT tool, the Project is in traffic analysis zone (TAZ) 2075, which is located within a designated TPA (Figure 3: Transit Priority Area).

Figure 3: Transit Priority Area




The Project's eligibility under the four sub-requirements is evaluated below:

1. As indicated in Section A, above, the maximum size assumptions for the proposed Project land uses are used to determine a reasonable site buildout for analysis. Table B: Estimated Floor Area Ratio, calculates that the maximum development FAR would be 2.25, which is greater than 0.75. Therefore, this sub-criterion is met.

Table B: Estimated Floor Area Ratio

| Land Use Categories[1] | Gross Square Footage[2] | Floor to Area Ratio[3] |
|---|---|---|
| Convention Center | 297,000[4] | 0.66 |
| Hotel[5] | 254,918 | 0.57 |
| Commercial Retail | 61,981 | 0.14 |
| Office | 220,000 | 0.49 |
| Residential Units[6] | 172,548 | 0.38 |
| Total | 1,006,447 | 2.25 |

Notes:

1. Residential and Non-Residential land uses were grouped together by general land use category.
2. Gross Square Footage was calculated based on the estimated development area for each Project use.
3. FAR for each use was calculated by dividing the respective Gross Square Footage by 446,925.60 SF, which is based on total Project site acreage of 10.26.
4. Convention Center Gross Square Footage is the summation of existing and proposed square footage.
5. Assumes approximately 678 square footage per hotel room.
6. Assumes approximately 933 square feet per multi-family residential unit and 1,220 square feet per condominium.

2. The Project proposes a subterranean parking structure that may be up to five levels. However, amount of parking has not been specified at this time because there is no specific development currently proposed. As part of the Development Application review process, the City will ensure adequate parking is provided per City requirements and that the site is not overparked. Therefore, this sub-criterion is met.

3. The Project is consistent with the General Plan land use designation and does not conflict with the permitted uses outlined in the Downtown Specific Plan. Thus, the Project does not require a General Plan Amendment or Specific Plan Amendment. Southern California Association of Government (SCAG) is the designated Metropolitan Planning Organization for Riverside and as such, establishes the applicable Sustainability Community Strategy (SCS), known as Connect SoCal 2024 Plan, the Regional Transportation Plan/Sustainable Communities Strategy. In order to develop regional development forecasts, SCAG consults with local governments and utilizes local general plans. Since the Project is consistent with the General Plan land use and the Downtown Specific Plan, then the SCS would have taken into account such uses when it was developed, and the Project would not be inconsistent with or conflict with implementation of the SCS. The environmental impact report (EIR) will provide more details on the Project's consistency with SCS goals. Therefore, this sub-criterion is met.

4. The Project site is currently developed with the Riverside Convention Center, surface parking lot and Outdoor Plaza, which is not residential use. Therefore, the proposed Project would not replace residential units. Thus, this sub-criterion is met.

In sum, the Project is located within a TPA and meets the four sub-requirements of this step because it proposes a FAR greater than 0.75, will not be overparked, will not be inconsistent with the SCS, and does not replace affordable housing. Therefore, this criterion is met.

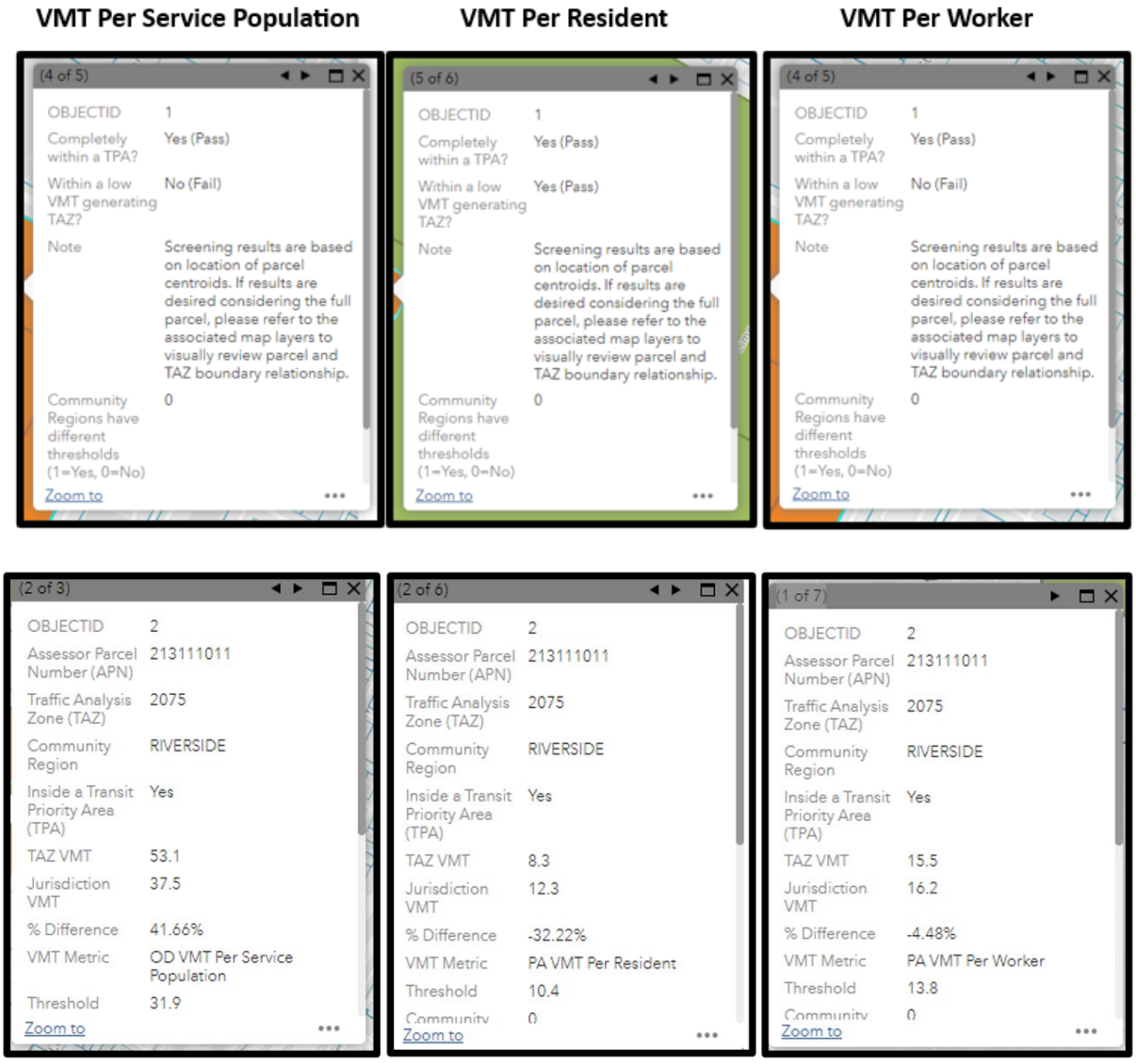
- Step 2: Low VMT Area Screening

  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 or per worker that is similar to the existing land uses in the low VMT area—provided the VMT of the area falls below thresholds.

  For this screening in the WRCOG area, the RIVTAM travel forecasting model was used to measure VMT performance for individual jurisdictions and for individual traffic analysis zones (TAZs). TAZs are geographic polygons similar to Census block groups used to represent areas of homogenous travel behavior. Daily VMT per capita 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 Project site is in TAZ 2075. Figure 4: Low VMT Area shows the results of the WRCOG VMT tool for each VMT metric; Service Population, Resident, and Worker. A Baseline Year of 2024, and a threshold of 15 percent below City baseline[1] was used. The Project TAZ has a VMT per Service Population of 53.1, a VMT per Resident of 8.3, and VMT per Worker of 15.5. Based on the results shown in Figure 4, the Project would not be within a low VMT-generating area under the VMT per Service Population or Worker metric but would be within a low VMT-generating area under the VMT per Resident metric. Because the Project's uses do not meet all VMT metrics, the Project site is not located within a low VMT-generating area. Therefore, this criterion is not met.

Figure 4: WRCOG VMT Tool Outputs




[1] The City guidelines identify a significant project generated VMT impact if the Project results exceed a 15 percent below baseline conditions.

- Step 3: Project Type Screening

  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. 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:

  - Local-serving K-12 schools
  - Local parks
  - Day care centers
  - Local-serving gas stations & car-washes
  - Local-serving banks
  - Local-serving hotels (e.g. non-destination hotels)
  - Student housing projects
  - Local serving community colleges that are consistent with the assumptions noted in the RTP/SCS
  - Projects consisting of 100% affordable housing
  - Projects generating less than 110 daily vehicle trips
    - This generally corresponds to the following "typical" development potentials:
      - 11 single family housing units
      - 16 multi-family, condominiums. or townhouse housing units
      - 10,000 sq. ft. of office
      - 15,000 sq. ft. of light industrial
      - 63,000 sq. ft. of warehousing
      - 79,000 sq. ft. of high cube transload and short-term storage warehouse

The Project proposes local-serving retail uses located adjacent to residential neighborhoods and as shown in Table A, the Project site does not include a single retail use over 50,000 square feet. Thus, the retail component of the Project would meet this criterion.

The Project proposes up to 376 hotel rooms; however, the use is speculative and because the operators are unknown it cannot be determined if the hotels are local-serving hotels (e.g. non-destination hotels). Thus, the hotel component of this Project would not meet this criterion.

The Project's residential uses are not proposed as affordable housing. The Project's proposed office uses and RCC expansion are not included in the list of other local serving uses and as shown in the Project's approved Scoping Agreement, each use generates more than 110 daily vehicles trips. As such, the residential, office, and RCC expansion uses would not meet this criterion. Therefore, for these reasons, the Project overall would not meet this criterion.

- Step 4: Mixed-Use Projects

  To identify if the proposed project requires a VMT analysis, the City of Riverside may evaluate each component of a mixed-use project independently and apply the significance threshold for each project type included (e.g. residential and retail).

Per the City guidelines, each component of the Project was analyzed separately for Step 3 above.

- Step 5: Redevelopment Projects

  Where a project replaces existing VMT generating land uses, if the replacement leads to a net overall decrease in VMT, the project would lead to less than significant transportation impact. If the project leads to a net overall increase in VMT, then the thresholds described above should apply.

The Project would not replace existing VMT generating land uses because the existing RCC is not being demolished. Additionally, as indicated under Step 1, above, the City will ensure adequate parking is provided per City requirements and that the site is not overparked as a part of the Development Application review process, Therefore, this criterion is not met.

## C. Summary

Per the City of Riverside Guidelines, several screening criteria may be applied to determine the need for VMT modeling and analysis. This VMT screening assessment indicates that the Project meets the criteria of Transit Priority Area (TPA) Screening in Step 1 because the Project is located within a TPA, will not be overparked, does not replace affordable housing, is consistent with the SCS, and it has a proposed FAR greater than 0.75, which is presumed to have a less than significant VMT impact. Therefore, a project-level VMT analysis is not required.

### Attachments:

A. Scoping Agreement

APPROVED
Vital Patel
11/4/2024

# Memorandum

**To:** Vital Patel
*City of Riverside*

**From:** Kawai Mang, Project Engineer
*Albert A. Webb Associates*

**Date:** September 18, 2024

**Subject:** Traffic study scoping agreement for Riverside Alive

Albert A. Webb has prepared this traffic scoping agreement for the Riverside Alive project, a proposed revitalization and expansion of the existing Riverside Convention Center and the surrounding city block, including the downtown pedestrian corridor. This scoping agreement is based on the City of Riverside Traffic Impact Analysis Guidelines (2020) and our current understanding of the proposed development.

## A. Background and Project Description

The Project site is in Downtown Riverside on approximately 10 acres and includes the Lot 33 parking lot and Riverside Convention Center (RCC). The existing RCC, located at 3637 Fifth Street, is a 108,000 square-foot (sf) building that offers 50,000 sf of flexible indoor exhibit, ballroom, and meeting space as well as outdoor meeting space and passive park area in the Outdoor Plaza. Local access to the Project is provided via Main Street, Third Street, Fifth Street, Market Street and Orange Street.

Lot 33 is a surface parking lot managed by the City of Riverside with 498 parking stalls, of which 18 are accessible and one is an electric vehicle charging station. Lot 33 has two existing full-access driveways, one on Market Street and one on Third Street at the existing Main Street intersection.

The project site is located within the Raincross District of the Downtown Specific Plan.

The Project proposes a combination of residential, office, retail, and hotel uses, along with a Convention Center expansion and new parking facilities. No specific development is currently proposed; however, the following maximum size assumptions for the proposed Project land uses are used to determine a reasonable site buildout for analysis (**Table 1**). The potential layout of these uses is shown in **Figure 1**.

### Hotel

The Project proposes two full-service hotels totaling up to 376 guest rooms. A 208-room full-service hotel would be located within Building C along Third Street. A second, 168-room extended stay hotel would be located within Building B on the interior of the Project site.

***Figure 1: Proposed Project Site Plan Rendering***

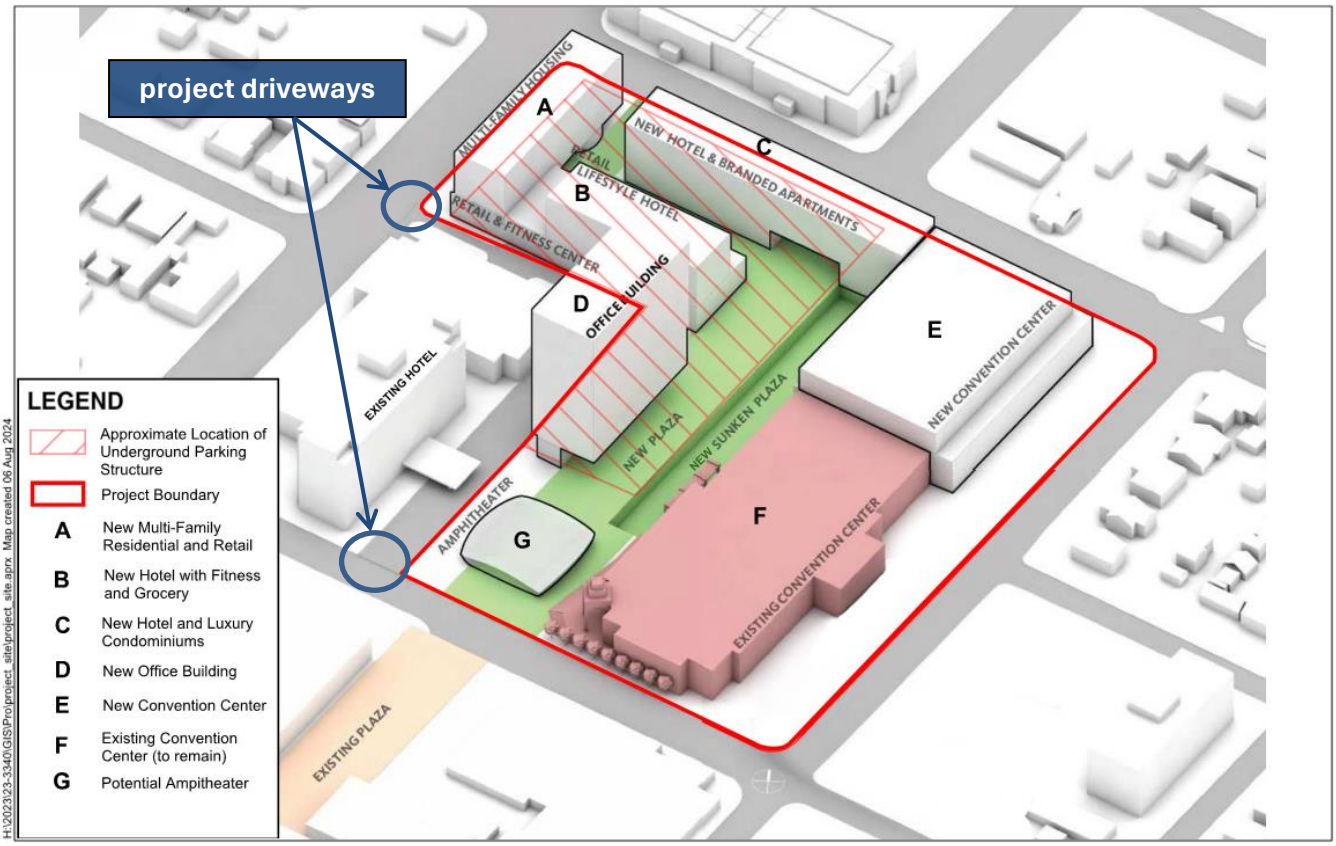



***Table 1: Proposed Development Sizes***

| Building | Land Use Type | Size[1] |
|---|---|---|
| ***Existing Land Use*** | | |
| **Riverside Convention Center (Building F)** | Conference & Event Center | 108 KSF |
| ***Proposed Project*** | | |
| **Building A** | Multifamily Housing | 113 DU |
| **Building B** | Hotel | 168 RM |
| | Commercial Restaurant/Retail | 49.1 KSF |
| **Building C** | Hotel | 208 RM |
| | Multifamily Housing | 55 DU |
| **Building D** | General Office Building | 220 KSF |
| **Buildings A, C, D** | Commercial Restaurant/Retail | 12.9 KSF |
| **RCC Expansion (Building E)** | Conference & Event Center | 189 KSF |

[1] DU = dwelling unit, RM = rooms, KSF = 1,000 square feet

## Residential

The Project proposes up to 168 residential units, consisting of 113 units of multi-family residential located within one 9-story building at the corner of Market Street and Third Street (Building A) and 55 condominiums on the top two levels of Building C.

## Office

The Project proposes up to approximately 220,000 sf of Class A office space in Building D, up to 14 stories tall. The office building is located on the interior of the Project site south of the extended stay hotel building and across from the existing Riverside Convention Center building.

## Commercial Retail Uses

The Project proposes up to 62,000 sf of commercial retail uses that may include retail, restaurant, entertainment and personal services. Approximately 12,875 sf of restaurant-focused retail space is assumed, accommodating several restaurant users integrated in the first floor of Buildings A, C, and D. Within Building B, an approximately 20,690 sf grocery store is anticipated on the ground floor, with an approximately 28,416 sf public fitness center on the second level.

## Convention Center Expansion

The proposed Project includes a new 189,000 sf building to be joined to the existing 108,000 sf RCC building, adding 100,000 sf of space for exhibit, ballroom and meeting areas for a total Convention Center rentable function space of approximately 150,000 sf.

## Vehicle Circulation, Parking, and Access

Regional access to the Project is provided via State Route 91 (SR-91) and State Route 60 (SR-60). The nearest SR-91 access is at Mission Inn Avenue, University Avenue, and Lime Street southeast of the project. The nearest SR-60 access is via Main Street north of the project. Local access to the Project is provided via Main Street, Third Street, Fifth Street, Market Street and Orange Street. A separate City project, scheduled to be completed by February 2027, is planned to reduce Main Street between Third Street and SR-60 from 4 to 2 travel lanes divided by a median with additional parking, landscaping, and pedestrian walkways.

The Project proposes a subterranean parking structure of up to 5 levels to replace Lot 33. With the demolition of Lot 33, its two existing driveways on Third Street and Market Street would be removed. Vehicle access to the Project is proposed via existing driveways on Market Street and Fifth Street serving the existing Marriott Hotel. Vehicle loading and passenger drop-off/pick-up areas will be provided on Third Street, Market Street, and Fifth Street. The existing Orange Street loading area would remain.

## Public Transit and Pedestrian Access

The Project area is served by Riverside Transit Agency (RTA) routes 12, 29 and 204 via Market Street, with bus stops at Third Street, Fourth Street, and Sixth Street. The Downtown Riverside Metrolink station provides commuter rail and regional rail service to Los Angeles, Orange, and San Bernardino Counties.

The Project will provide pathways to facilitate the movement of pedestrians within the site and provide connection to the existing sidewalks along Third Street, Fifth Street, Market Street and Orange Street.

## B. Traffic Study

Per the City guidelines, the project will be required to provide a traffic study with LOS analysis due to its size and uses. The City's traffic scoping form is provided in **Attachment A**.

### Analysis Scenarios (weekday AM/PM peak hour)

1. Existing Conditions
2. Background Conditions: Existing + Cumulative Projects
3. Background plus Project: Existing + Cumulative + Project
4. Cumulative Conditions: RIVCOM 2045 Horizon Year
5. Cumulative plus Project: RIVCOM 2045 + Project

### Study Intersections (see Attachment B):

1. Main St @ SR-60 WB / Oakley Ave
2. Main St @ SR-60 EB
3. Main St @ Spruce St
4. Main St @ First St
5. Main St @ Second St
6. Main St @ Third St
7. Market St @ First St
8. Market St @ Second St
9. Market St @ Third St
10. Market St @ Fourth St
11. Market St @ Fifth St
12. Market St @ Sixth St
13. Market St @ Mission Inn Ave
14. Market St @ University Ave
15. Market St @ Ninth St
16. Market St @ Tenth St
17. Market St @ 11th St
18. Market St @ 12th St
19. Market St @ 13th St
20. Market St @ 14th St
21. Brockton Ave @ Mission Inn Ave
22. Brockton Ave @ University Ave
23. Orange St @ Third St
24. Orange St @ Fourth St
25. Orange St @ Fifth St
26. Orange St @ Sixth St
27. Orange St @ Mission Inn Ave
28. Orange St @ University Ave
29. Orange St @ Tenth St
30. Lime St @ Third St
31. Lime St @ Fourth St
32. Lime St @ Fifth St
33. Lime St @ Mission Inn Ave
34. Lime St @ University Ave
35. Lime St @ Tenth St / SR-91 WB On-Ramp
36. Mission Inn Ave @ SR-91 WB Off-Ramp
37. Mission Inn Ave @ SR-91 EB / Mulberry St
38. University Ave @ SR-91 EB / Mulberry St

### Study Roadway Segments (see Attachment B):

1. Main St n/o Third St
2. Market St n/o Third St
3. Market St b/t Third St & Fifth St
4. Market St s/o Fifth St
5. Market St s/o Sixth St

### Existing Conditions

**Traffic volume data date(s):** June 6, 2024

### Future Traffic Forecasting

**Project opening year:** 2028
**Future buildout growth:** per RIVCOM model outputs

### Specific issues to be included in the study

Traffic study will include discussion of and recommendations for pedestrian connectivity, including relevant exhibits. Future analysis model will include planned Main Street improvements.

## C. Project Traffic

### Trip Generation Study:

The project includes a 189,000 sf expansion to the existing RCC for 100,00 sf new rentable space in addition to the existing 50,000 sf. As there is no "standard" trip generation for special event venues due to their particularities, the RCC trip generation rates were developed by a trip generation study.

Based on the June 2024 RCC calendar of events, traffic volume counts were conducted at Lot 33 and adjacent public parking lot on Orange St and 5th St on Thursday, June 6 and Saturday, June 8, 2024, both of which had two scheduled events totaling over 500 contracted attendees per day. Arrival observations were also conducted at the 5th St RCC entrance to capture drop-offs, street parking, and pedestrian arrivals.

From the traffic volume data, trip generation for the weekday daily, AM peak hour, PM peak hour, Saturday daily, and Saturday peak hour periods were derived from the existing RCC square footage and then applied to the proposed RCC expansion to estimate the project traffic to the expansion (**Table 2**). On Thursday, a total of 829 vehicle trips accessed the RCC parking areas, with the peak hour occuring at 7:15am. On Saturday, a total of 421 vehicle trips accessed the RCC parking areas, with the peak hour occuring at 8:15am. Therefore, the Thursday traffic volumes are more intensive and the traffic study will use the typical weekday operations for analysis. On a typical weekday, the RCC expansion is expected to generate approximately 1,658 daily vehicle trips, with 350 and 122 trips in the AM and peak hour, respectively.

### Project Trip Generation and Distribution

The expected Project traffic volumes and patterns are based on data compiled by the Institute of Transportation Engineers (ITE), the RCC trip generation study, the Downtown Riverside roadway network, and regional freeway connections. As a mixed-use development, the various uses within the project are expected to experience internal capture, where a resident, patron, or employee may also use or visit another use within the project. The internal capture worksheets are provided in **Attachment C**. The commercial uses are also expected to have some pass-by traffic, where patrons stop at the restaurant or store on their way to another destination. **Table 3** shows the project trip generation, including internal capture and pass-by trip credits. The proposed project trip distribution is provided in **Attachment D**.

### *Table 2: Convention Center Trip Generation Study*

| Day of Week | Size[1] | Daily | AM/SAT Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|---|
| | | | In | Out | Total | In | Out | Total |
| ***Existing RCC Site Traffic Volumes*** [2] | | | | | | | | |
| **Weekday** | 50 KSF | **829** | 30 | 145 | **175** | 33 | 28 | **61** |
| **Saturday** | | **421** | 67 | 59 | **126** | | | |
| ***Calculated Trip Generation Rates*** | | | | | | | | |
| **Weekday** | 1 KSF | **16.58** | 0.60 | 2.90 | **3.50** | 0.66 | 0.56 | **1.22** |
| **Saturday** | | **8.42** | 1.34 | 1.18 | **2.52** | | | |
| ***Proposed RCC Expansion Traffic Volumes*** | | | | | | | | |
| **Weekday** | 100 KSF | **1,658** | 60 | 290 | **350** | 66 | 56 | **122** |
| **Saturday** | | **842** | 134 | 118 | **252** | | | |

[1] KSF = 1,000 sf gross rentable space
[2] Existing traffic volume data collected on June 6 and June 8, 2024.

### *Table 3: Project Trip Generation*

| Project Portion | Land Use[1] | Size[2] | Daily | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | In | Out | Total | In | Out | Total |
| ***Project Trip Generation*** | | | | | | | | | |
| **Convention Center**[3] | N/A | 100 KSF | 1,658 | 60 | 290 | **350** | 66 | 56 | **122** |
| **Hotels** | 310 | 376 RM | 3,004 | 97 | 76 | **173** | 98 | 94 | **192** |
| **Condos** | 220 | 55 DU | 371 | 5 | 17 | **22** | 18 | 10 | **28** |
| **Multifamily Housing** | 221 | 113 DU | 513 | 10 | 32 | **42** | 27 | 17 | **44** |
| **Office** | 710 | 220 KSF | 2,385 | 294 | 40 | **334** | 54 | 263 | **317** |
| **Commercial** | 821 | 62.0 KSF | 5,857 | 136 | 83 | **219** | 269 | 291 | **560** |
| **Total Project Trips** | | | **13,788** | **602** | **538** | **1,140** | **532** | **731** | **1,263** |
| ***Trip Credits*** | | | | | | | | | |
| Internal Capture[4] | | | -1,379 | -38 | -38 | **-76** | -79 | -79 | **-158** |
| Pass-By[5] | *34% PM peak-hour* | | -1,900 | - | - | **-** | -91 | -99 | **-190** |
| **Net New Project Trips** | | | **10,509** | **564** | **500** | **1,064** | **362** | **553** | **915** |

[1] Land use rates per ITE Trip Generation Manual, 11th Ed (2021)
[2] DU = dwelling unit, RM = rooms, KSF = 1,000 square feet
[3] Trip generation for Convention Center expansion based on trip generation study of existing rentable space and traffic volumes.
[4] Internal trip capture per NCHRP 684 estimator. 10% lowest peak-hour capture rate applied to daily traffic volumes.
[5] Pass-by trip credit applied to commercial trips only. Pass-by rates per ITE Trip Generation Handbook, 3e. Daily trip credit estimated as 10x PM pass-by trips.

## D. Vehicle Miles Traveled Assessment

Per California Senate Bill 743 (SB 743), the California Office of Planning and Research (OPR) identified vehicle miles traveled (VMT) as the most appropriate measure to determine transportation impacts under the California Environmental Quality Act (CEQA), replacing LOS analyses. **Figure 2** shows the project traffic analysis zone (TAZ) VMT data per the Western Riverside Council of Governments (WRCOG) webtool.

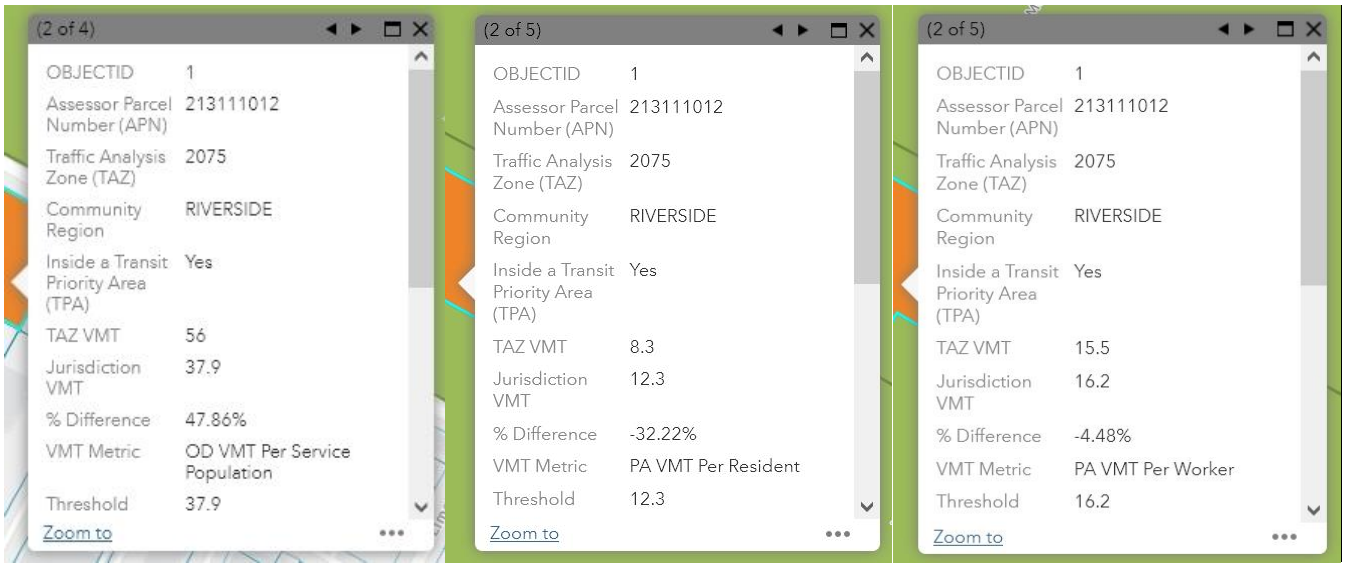
### VMT Screening Criteria

Per the City Guidelines, several screening criteria may be applied to identify projects with a less-than-significant VMT impact. The project is eligible to screen out of full VMT analysis under the following criteria:

- Project is located within a transit priority area (TPA), has floor area ratio (FAR) over 0.75, will not be overparked, and is consistent with the local Sustainable Communities Strategy.
- For the residential portion of the project, VMT per resident in the project TAZ is below the City's threshold of significance.

A memo applying the screening criteria in detail will be provided separately.

***Figure 2: WRCOG Screening Tool Results***




**Recommended by:**

| | | | |
|---|---|---|---|
| Kawai C. Mang, Project Engineer<br>*Albert A. Webb Associates* | 5-23-2024<br>*Date* | Revised: | 6-7-2024<br>*Date* |
| | Revised: 6-28-2024<br>*Date* | 8-6-2024<br>*Date* | 9-18-2024<br>*Date* |

**Approved Scoping Agreement:**

| | |
|---|---|
| Agency Representative | *Date* |

**Attachments:**

A. City of Riverside Scoping Form
B. Study Area
C. NCHRP Internal Trip Capture Worksheets
D. Project Trip Distribution

# Attachment A

# City Traffic Scoping Form

# Traffic Analysis Scoping Form

This scoping form shall be submitted to the City of Riverside Traffic Engineering Division

## Project Identification:

| | |
|---|---|
| Case Number: | |
| Related Cases: | |
| SP No. | |
| EIR No. | |
| GPA No. | |
| CZ No. | |
| Project Name: | Riverside Alive |
| Project Address: | 3637 5th St, Riverside, CA 92501 |
| Project Opening Year: | 2028 |
| Project Description: | Expansion of Riverside Convention Center + multi-use private development to include hotel, housing, office, and commercial space |

| | **Consultant:** | **Developer:** |
|---|---|---|
| Name: | Albert A Webb Associates | City of Riverside |
| Address: | 3708 McCray St, Riverside, CA 92506 | 3900 Main Street, Riverside CA 92522 |
| | | |
| Telephone: | 951-320-6081 | |
| Fax/Email: | kawai.mang@webbassociates.com | |

## Scoping & Study Fees:

Fees to be made payable to "City of Riverside" and delivered to Land Development. City Hall 3rd Floor, 3900 Main Street, Riverside, CA 92522

1) Scoping Agreement Fee (For all projects not screened from analysis): **$271.00**

2) TIA Review (For projects with both LOS & VMT analysis of any scale, or standalone LOS analyses with over 100 vehicle trips per hour): **$2671.02**

3) TIA Review (For standalone VMT analysis, or standalone LOS analyses with under 100 vehicle trips per hour): **$1288.20**

# Trip Generation Information:

Trip Generation Data Source: ITE, trip gen study

Current General Plan Land Use: Downtown SP

Proposed General Plan Land Use: Downtown SP

Current Zoning: Downtown SP

Proposed Zoning: Downtown SP

| | Existing Trip Generation | | | Proposed Trip Generation | | |
|---|---|---|---|---|---|---|
| | In | Out | Total | In | Out | Total |
| AM Trips | 0 | 0 | 0 | see | attached | table |
| PM Trips | 0 | 0 | 0 | see | attached | table |

Trip Internalization: (●) Yes ( ) No (attached % Trip Discount)

Pass-By Allowance: (●) Yes ( ) No (attached % Trip Discount)

# Potential Screening Checks

Is your project screened from specific analyses in accordance with City Guidelines?

***Is the project screened from LOS assessment?*** ( ) Yes (●) No

LOS screening justification (see Page 6 of the guidelines): _____

***Is the project screened from VMT assessment?*** (●) Yes ( ) No

VMT screening justification (see Pages 23-25 of the guidelines): _____
Project is located within a TPA, is consistent with SCS, is not overparked, and has FAR over 0.75. Furthermore, VMT per resident in the project TAZ is below the City's significance threshold. Separate VMT screening memo to be provided with detailed application of screening criteria.

## Level of Service Scoping

- Proposed Trip Distribution (Attach Graphic for Detailed Distribution):

| North | South | East | West |
|---|---|---|---|
| see % | attached % | for % | details % |

- Attach list of Approved and Pending Projects that need to be considered (provided by the lead agency and adjacent agencies)
- Attach list of study intersections/roadway segments
- Attach legible site plan
- Note other specific items to be addressed:
  - Site access
  - On-site circulation
  - Parking
  - Consistency with Plans supporting Bikes/Peds/Transit
  - Other _____
- Date of Traffic Counts June 6, 2024
- Attach proposed analysis scenarios (years plus proposed forecasting approach)
- Attach proposed phasing approach (if the project is phased)

# VMT Scoping

For projects that are not screened, identify the following:

- Travel Demand Forecasting Model RIVCOM
- Attach WRCOG Screening VMT Assessment output or describe why it is not appropriate for use
- Attach proposed Model Land Use Inputs and Assumed Conversion Factors (attach)

**Specific Issues to be addressed in the Study (in addition to the standard analysis described in the Guidelines)** (To be filled out by the Public Works Traffic Engineering Division)

Study to include discussion of and recommendations for pedestrian connectivity, including relevant exhibits

# Attachment B

# Study Area

## Figure 1: Study Area

# Attachment C

# NCHRP Internal Capture Worksheets

| NCHRP 8-51 Internal Trip Capture Estimation Tool | | | |
|---|---|---|---|
| **Project Name:** | Riverside Alive | **Organization:** | City of Riverside |
| **Project Location:** | Riverside Convention Center | **Performed By:** | Albert A Webb Associates |
| **Scenario Description:** | Project | **Date:** | 05/23/24 |
| **Analysis Year:** | Opening Year | **Checked By:** | KCM |
| **Analysis Period:** | **AM Street Peak Hour** | **Date:** | 05/23/24 |

**Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)**

| Land Use | Development Data (*For Information Only*) | | | Estimated Vehicle-Trips | | |
|---|---|---|---|---|---|---|
| | ITE LUCs[1] | Quantity | Units | Total | Entering | Exiting |
| Office | | | | 334 | 294 | 40 |
| Retail | | | | 219 | 136 | 83 |
| Restaurant | | | | 0 | | |
| Cinema/Entertainment | | | | 0 | | |
| Residential | | | | 55 | 13 | 42 |
| Hotel | | | | 173 | 97 | 76 |
| All Other Land Uses[2] | | | | 0 | | |
| Total | | | | 781 | 540 | 241 |

**Table 2-A: Mode Split and Vehicle Occupancy Estimates**

| Land Use | Entering Trips | | | Exiting Trips | | |
|---|---|---|---|---|---|---|
| | Veh. Occ. | % Transit | % Non-Motorized | Veh. Occ. | % Transit | % Non-Motorized |
| Office | | | | | | |
| Retail | | | | | | |
| Restaurant | | | | | | |
| Cinema/Entertainment | | | | | | |
| Residential | | | | | | |
| Hotel | | | | | | |
| All Other Land Uses[2] | | | | | | |

**Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)**

| Origin (From) | Destination (To) | | | | | |
|---|---|---|---|---|---|---|
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | | | | | |
| Retail | | | | | | |
| Restaurant | | | | | | |
| Cinema/Entertainment | | | | | | |
| Residential | | | | | | |
| Hotel | | | | | | |

**Table 4-A: Internal Person-Trip Origin-Destination Matrix***

| Origin (From) | Destination (To) | | | | | |
|---|---|---|---|---|---|---|
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | 11 | 0 | 0 | 0 | 0 |
| Retail | 12 | | 0 | 0 | 0 | 0 |
| Restaurant | 0 | 0 | | 0 | 0 | 0 |
| Cinema/Entertainment | 0 | 0 | 0 | | 0 | 0 |
| Residential | 1 | 0 | 0 | 0 | | 0 |
| Hotel | 9 | 5 | 0 | 0 | 0 | |

**Table 5-A: Computations Summary**

| | Total | Entering | Exiting |
|---|---|---|---|
| All Person-Trips | 781 | 540 | 241 |
| Internal Capture Percentage | 10% | 7% | 16% |
| | | | |
| External Vehicle-Trips[3] | 705 | 502 | 203 |
| External Transit-Trips[4] | 0 | 0 | 0 |
| External Non-Motorized Trips[4] | 0 | 0 | 0 |

**Table 6-A: Internal Trip Capture Percentages by Land Use**

| Land Use | Entering Trips | Exiting Trips |
|---|---|---|
| Office | 7% | 28% |
| Retail | 12% | 14% |
| Restaurant | N/A | N/A |
| Cinema/Entertainment | N/A | N/A |
| Residential | 0% | 2% |
| Hotel | 0% | 18% |

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report* , published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

*Estimation Tool Developed by the Texas Transportation Institute*

| | |
|---|---|
| **Project Name:** | Riverside Alive |
| **Analysis Period:** | **AM Street Peak Hour** |

| **Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends** | | | | | | |
|---|---|---|---|---|---|---|
| Land Use | Table 7-A (D): Entering Trips | | | Table 7-A (O): Exiting Trips | | |
| | Veh. Occ. | Vehicle-Trips | Person-Trips* | Veh. Occ. | Vehicle-Trips | Person-Trips* |
| Office | 1.00 | 294 | 294 | 1.00 | 40 | 40 |
| Retail | 1.00 | 136 | 136 | 1.00 | 83 | 83 |
| Restaurant | 1.00 | 0 | 0 | 1.00 | 0 | 0 |
| Cinema/Entertainment | 1.00 | 0 | 0 | 1.00 | 0 | 0 |
| Residential | 1.00 | 13 | 13 | 1.00 | 42 | 42 |
| Hotel | 1.00 | 97 | 97 | 1.00 | 76 | 76 |

| **Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)** | | | | | | |
|---|---|---|---|---|---|---|
| Origin (From) | Destination (To) | | | | | |
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | 11 | 25 | 0 | 0 | 0 |
| Retail | 24 | | 11 | 0 | 12 | 0 |
| Restaurant | 0 | 0 | | 0 | 0 | 0 |
| Cinema/Entertainment | 0 | 0 | 0 | | 0 | 0 |
| Residential | 1 | 0 | 8 | 0 | | 0 |
| Hotel | 57 | 11 | 7 | 0 | 0 | |

| **Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)** | | | | | | |
|---|---|---|---|---|---|---|
| Origin (From) | Destination (To) | | | | | |
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | 44 | 0 | 0 | 0 | 0 |
| Retail | 12 | | 0 | 0 | 0 | 0 |
| Restaurant | 41 | 11 | | 0 | 1 | 4 |
| Cinema/Entertainment | 0 | 0 | 0 | | 0 | 0 |
| Residential | 9 | 23 | 0 | 0 | | 0 |
| Hotel | 9 | 5 | 0 | 0 | 0 | |

| **Table 9-A (D): Internal and External Trips Summary (Entering Trips)** | | | | | | |
|---|---|---|---|---|---|---|
| Destination Land Use | Person-Trip Estimates | | | External Trips by Mode* | | |
| | Internal | External | Total | Vehicles[1] | Transit[2] | Non-Motorized[2] |
| Office | 22 | 272 | 294 | 272 | 0 | 0 |
| Retail | 16 | 120 | 136 | 120 | 0 | 0 |
| Restaurant | 0 | 0 | 0 | 0 | 0 | 0 |
| Cinema/Entertainment | 0 | 0 | 0 | 0 | 0 | 0 |
| Residential | 0 | 13 | 13 | 13 | 0 | 0 |
| Hotel | 0 | 97 | 97 | 97 | 0 | 0 |
| All Other Land Uses[3] | 0 | 0 | 0 | 0 | 0 | 0 |

| **Table 9-A (O): Internal and External Trips Summary (Exiting Trips)** | | | | | | |
|---|---|---|---|---|---|---|
| Origin Land Use | Person-Trip Estimates | | | External Trips by Mode* | | |
| | Internal | External | Total | Vehicles[1] | Transit[2] | Non-Motorized[2] |
| Office | 11 | 29 | 40 | 29 | 0 | 0 |
| Retail | 12 | 71 | 83 | 71 | 0 | 0 |
| Restaurant | 0 | 0 | 0 | 0 | 0 | 0 |
| Cinema/Entertainment | 0 | 0 | 0 | 0 | 0 | 0 |
| Residential | 1 | 41 | 42 | 41 | 0 | 0 |
| Hotel | 14 | 62 | 76 | 62 | 0 | 0 |
| All Other Land Uses[3] | 0 | 0 | 0 | 0 | 0 | 0 |

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

| NCHRP 8-51 Internal Trip Capture Estimation Tool | | | |
|---|---|---|---|
| **Project Name:** | Riverside Alive | **Organization:** | City of Riverside |
| **Project Location:** | Riverside Convention Center | **Performed By:** | Albert A Webb Associates |
| **Scenario Description:** | Project | **Date:** | 05/23/24 |
| **Analysis Year:** | Opening Year | **Checked By:** | KCM |
| **Analysis Period:** | **PM Street Peak Hour** | **Date:** | 05/23/24 |

**Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)**

| Land Use | Development Data (*For Information Only*) | | | Estimated Vehicle-Trips | | |
|---|---|---|---|---|---|---|
| | ITE LUCs[1] | Quantity | Units | Total | Entering | Exiting |
| Office | | | | 317 | 54 | 263 |
| Retail | | | | 560 | 269 | 291 |
| Restaurant | | | | 0 | | |
| Cinema/Entertainment | | | | 0 | | |
| Residential | | | | 62 | 38 | 24 |
| Hotel | | | | 192 | 98 | 94 |
| All Other Land Uses[2] | | | | 0 | | |
| Total | | | | 1131 | 459 | 672 |

**Table 2-P: Mode Split and Vehicle Occupancy Estimates**

| Land Use | Entering Trips | | | Exiting Trips | | |
|---|---|---|---|---|---|---|
| | Veh. Occ. | % Transit | % Non-Motorized | Veh. Occ. | % Transit | % Non-Motorized |
| Office | | | | | | |
| Retail | | | | | | |
| Restaurant | | | | | | |
| Cinema/Entertainment | | | | | | |
| Residential | | | | | | |
| Hotel | | | | | | |
| All Other Land Uses[2] | | | | | | |

**Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)**

| Origin (From) | Destination (To) | | | | | |
|---|---|---|---|---|---|---|
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | | | | | |
| Retail | | | | | | |
| Restaurant | | | | | | |
| Cinema/Entertainment | | | | | | |
| Residential | | | | | | |
| Hotel | | | | | | |

**Table 4-P: Internal Person-Trip Origin-Destination Matrix***

| Origin (From) | Destination (To) | | | | | |
|---|---|---|---|---|---|---|
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | 22 | 0 | 0 | 2 | 0 |
| Retail | 6 | | 0 | 0 | 17 | 15 |
| Restaurant | 0 | 0 | | 0 | 0 | 0 |
| Cinema/Entertainment | 0 | 0 | 0 | | 0 | 0 |
| Residential | 1 | 10 | 0 | 0 | | 1 |
| Hotel | 0 | 5 | 0 | 0 | 0 | |

**Table 5-P: Computations Summary**

| | Total | Entering | Exiting |
|---|---|---|---|
| All Person-Trips | 1,131 | 459 | 672 |
| Internal Capture Percentage | 14% | 17% | 12% |
| | | | |
| External Vehicle-Trips[3] | 973 | 380 | 593 |
| External Transit-Trips[4] | 0 | 0 | 0 |
| External Non-Motorized Trips[4] | 0 | 0 | 0 |

**Table 6-P: Internal Trip Capture Percentages by Land Use**

| Land Use | Entering Trips | Exiting Trips |
|---|---|---|
| Office | 13% | 9% |
| Retail | 14% | 13% |
| Restaurant | N/A | N/A |
| Cinema/Entertainment | N/A | N/A |
| Residential | 50% | 50% |
| Hotel | 16% | 5% |

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report* , published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

*Estimation Tool Developed by the Texas Transportation Institute*

| | |
|---|---|
| **Project Name:** | Riverside Alive |
| **Analysis Period:** | **PM Street Peak Hour** |

| **Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends** | | | | | | |
|---|---|---|---|---|---|---|
| Land Use | Table 7-P (D): Entering Trips | | | Table 7-P (O): Exiting Trips | | |
| | Veh. Occ. | Vehicle-Trips | Person-Trips* | Veh. Occ. | Vehicle-Trips | Person-Trips* |
| Office | 1.00 | 54 | 54 | 1.00 | 263 | 263 |
| Retail | 1.00 | 269 | 269 | 1.00 | 291 | 291 |
| Restaurant | 1.00 | 0 | 0 | 1.00 | 0 | 0 |
| Cinema/Entertainment | 1.00 | 0 | 0 | 1.00 | 0 | 0 |
| Residential | 1.00 | 38 | 38 | 1.00 | 24 | 24 |
| Hotel | 1.00 | 98 | 98 | 1.00 | 94 | 94 |

| **Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)** | | | | | | |
|---|---|---|---|---|---|---|
| Origin (From) | Destination (To) | | | | | |
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | 53 | 11 | 0 | 5 | 0 |
| Retail | 6 | | 84 | 12 | 76 | 15 |
| Restaurant | 0 | 0 | | 0 | 0 | 0 |
| Cinema/Entertainment | 0 | 0 | 0 | | 0 | 0 |
| Residential | 1 | 10 | 5 | 0 | | 1 |
| Hotel | 0 | 15 | 64 | 0 | 2 | |

| **Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)** | | | | | | |
|---|---|---|---|---|---|---|
| Origin (From) | Destination (To) | | | | | |
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | 22 | 0 | 0 | 2 | 0 |
| Retail | 17 | | 0 | 0 | 17 | 17 |
| Restaurant | 16 | 135 | | 0 | 6 | 70 |
| Cinema/Entertainment | 3 | 11 | 0 | | 2 | 1 |
| Residential | 31 | 27 | 0 | 0 | | 12 |
| Hotel | 0 | 5 | 0 | 0 | 0 | |

| **Table 9-P (D): Internal and External Trips Summary (Entering Trips)** | | | | | | |
|---|---|---|---|---|---|---|
| Destination Land Use | Person-Trip Estimates | | | External Trips by Mode* | | |
| | Internal | External | Total | Vehicles[1] | Transit[2] | Non-Motorized[2] |
| Office | 7 | 47 | 54 | 47 | 0 | 0 |
| Retail | 37 | 232 | 269 | 232 | 0 | 0 |
| Restaurant | 0 | 0 | 0 | 0 | 0 | 0 |
| Cinema/Entertainment | 0 | 0 | 0 | 0 | 0 | 0 |
| Residential | 19 | 19 | 38 | 19 | 0 | 0 |
| Hotel | 16 | 82 | 98 | 82 | 0 | 0 |
| All Other Land Uses[3] | 0 | 0 | 0 | 0 | 0 | 0 |

| **Table 9-P (O): Internal and External Trips Summary (Exiting Trips)** | | | | | | |
|---|---|---|---|---|---|---|
| Origin Land Use | Person-Trip Estimates | | | External Trips by Mode* | | |
| | Internal | External | Total | Vehicles[1] | Transit[2] | Non-Motorized[2] |
| Office | 24 | 239 | 263 | 239 | 0 | 0 |
| Retail | 38 | 253 | 291 | 253 | 0 | 0 |
| Restaurant | 0 | 0 | 0 | 0 | 0 | 0 |
| Cinema/Entertainment | 0 | 0 | 0 | 0 | 0 | 0 |
| Residential | 12 | 12 | 24 | 12 | 0 | 0 |
| Hotel | 5 | 89 | 94 | 89 | 0 | 0 |
| All Other Land Uses[3] | 0 | 0 | 0 | 0 | 0 | 0 |

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

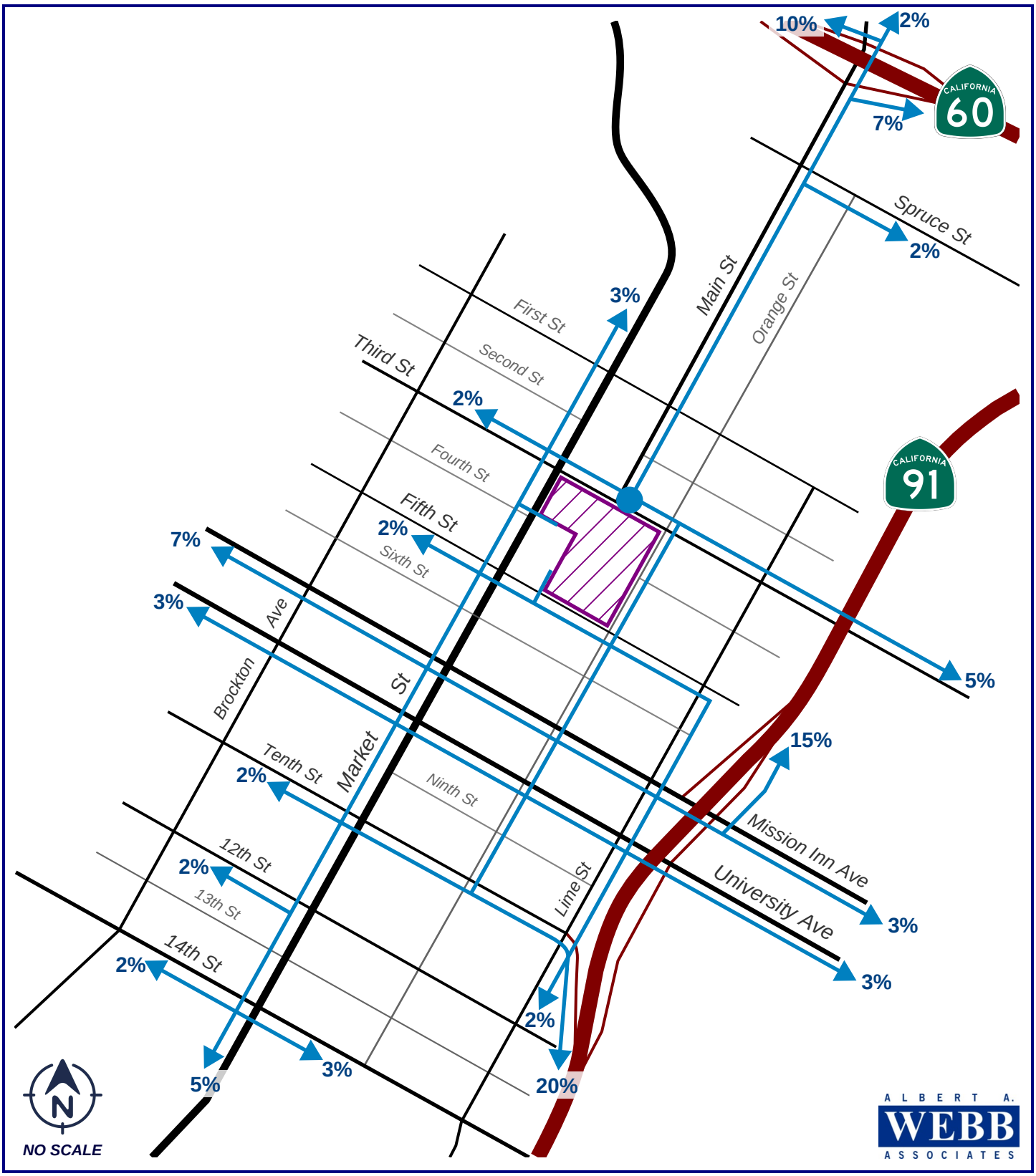
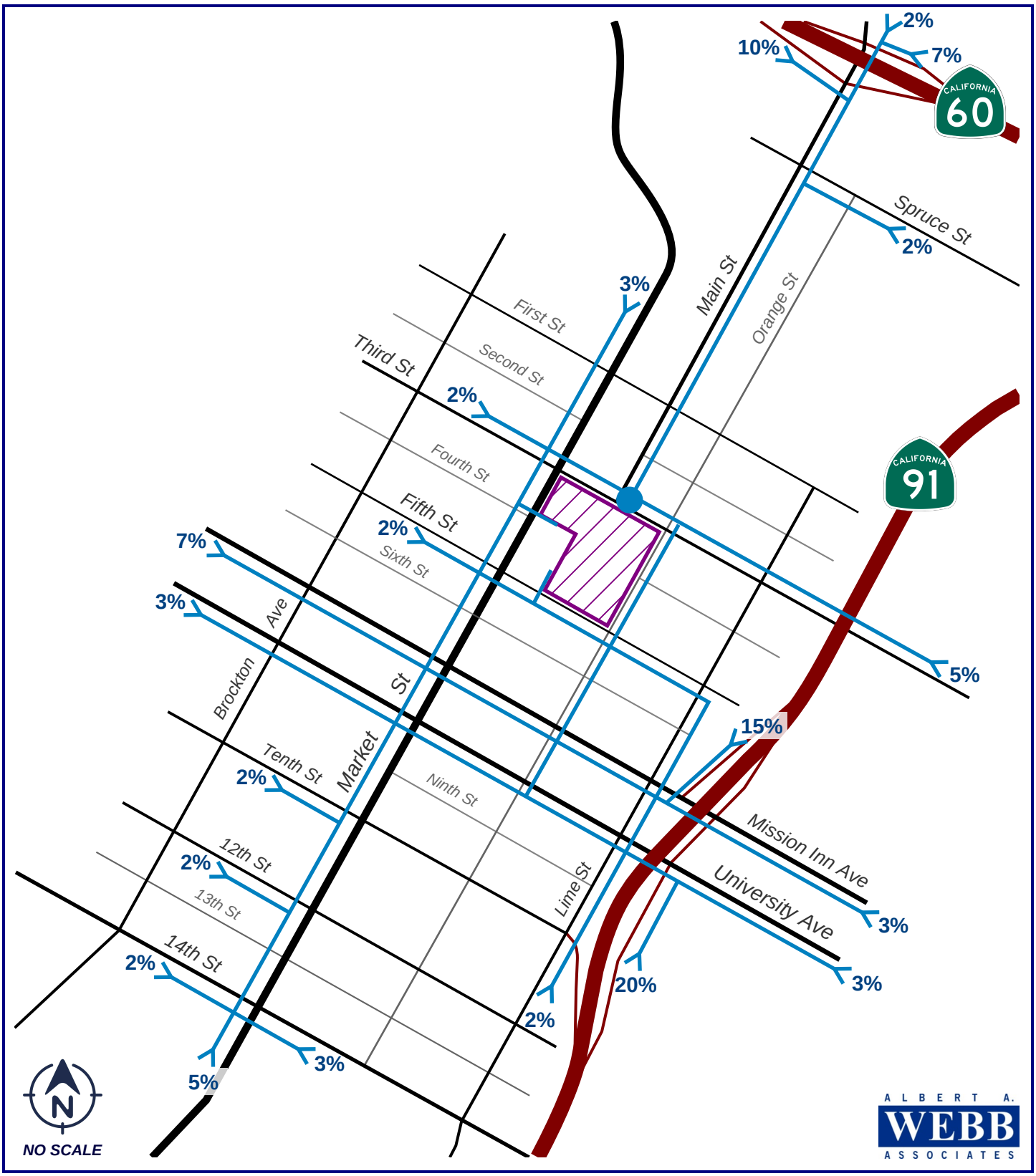
[3]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

# Attachment D

# Project Trip Distribution

## Figure : Project Trip Distribution (Outbound)



## Figure : Project Trip Distribution (Inbound)