

May 11, 2021

Matt Walsh
Principle Planner
Solano County Resource Management Department
675 Texas Street, Suite 5500
El Cerrito, CA 94530

Re: Trip Generation Analysis for the Proposed Amendment to the Middle Green Valley Specific Plan

This report presents the results of the trip generation analysis of the proposed amendment to the Middle Green Valley Specific Plan.¹ The 1,905-acre Middle Green Valley (MGV) Specific Plan (Specific Plan) area is located along Green Valley Road in Green Valley, an unincorporated area of Solano County. The currently adopted Specific Plan includes a combination of land conservation and development provisions that allow for development of a limited number of new residential units, capped at a maximum of 400 new primary residential units and up to 100 new secondary residential units. The development has been approved to take place with compact cluster development patterns, surrounded by an interconnected network of agricultural and natural open lands. Approximately 1,490 acres (about 78 percent) of the Specific Plan area is designated as permanent open land, of which approximately 440 acres would be preserved as working agriculture. The remainder of the planning area (approximately 415 acres or about 22 percent) is designated for development in a "*neighborhood framework*," with each of four proposed neighborhood areas having a designated informal pattern of rural roads, residential building types, and community buildings.

With respect to trip generation, the proposed amendment to the Specific Plan includes requested changes to the maximum number of units by neighborhood to address inconsistencies within the Specific Plan. The amendment also includes a request to reapportion units from the Three Creeks neighborhood to the Elkhorn neighborhood. As a result, the overall total number of new homes is reduced from 400 to 390. Based on this analysis the proposed amendment to the Specific Plan would result in a net *reduction* to the overall trip generation of about 7 trips during the AM peak hour and 10 trips during the PM peak hour. Once this difference in traffic is distributed onto the various streets that provide access to the area, the resulting changes would not be forecast to be significant in relation to the existing traffic volumes in the area, subject to County approval.

¹ *Final Middle Green Valley Specific Plan*, Solano County, Fairfield, CA, August 8, 2018.

PROJECT TRIP GENERATION

As noted above, the proposed amendment to the Specific Plan would reduce the overall permitted number of new homes from 400 to 390. The trip generation rates are based on the ITE rates for single family detached housing (Land Use Code 210) taken from the 10th Edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. As shown in **Table 1**, the approval of the proposed amendment to the Specific Plan is forecast to result in a net reduction to traffic when compared to the previously adopted Specific Plan. Based on a reduction in permitted single family homes of 10 units, the proposed amendment to the Specific Plan would result in a net reduction of about 94 trips per day with a reduction of about 7 trips during the AM peak hour and 10 trips during the PM peak hour.

**TABLE 1
TRIP GENERATION CALCULATIONS**

Land Use	ITE Code	Size	ADT	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
ITE Single Family Detached (SFD) Housing Trip Rates - Trips per Unit	220		9.44	0.19	0.55	0.74	0.62	0.37	0.99
Adopted MGVS Specific Plan - SFD Trip Generation		400 units	3,776	76	220	296	249	147	396
ITE Single Family Detached Housing Trip Rates - Trips per Unit	220		9.44	0.19	0.55	0.74	0.62	0.37	0.99
MGVS Specific Plan with Proposed Amendments - SFD Trip Generation		390 units	3,682	74	215	289	243	143	386
Net Change in Trip Generation			-94	-2	-5	-7	-6	-4	-10

SOURCE: Institute of Transportation Engineers Trip Generation Manual (10th Edition).

VEHICLE MILES TRAVELED

One performance measure that can be used to quantify the transportation impacts of a project is vehicle miles traveled (VMT). This section presents a summary of the potential VMT-related transportation impacts from the project. The City has the authority to set VMT thresholds in the CEQA analysis but because VMT is a relatively new method for measuring transportation impacts under CEQA, less data exists to estimate VMT than trip generation based on use and location. However, VMT is still a particularly useful metric for evaluating the impacts of growth on greenhouse gas (GHG) emissions because it can be used to estimate fuel consumption by motor vehicles. Increases in VMT cause proportional increases in greenhouse gas emissions

and air pollution. The Office of Planning and Research (OPR) released their final proposed Guidelines in a Technical Advisory on Evaluating Transportation Impacts in CEQA which took effect on July 1, 2020.

OPR's 2018 Technical Advisory includes guidelines for VMT screening specify that small projects that are consistent with the General Plan and "*generate or attract fewer than 110 trips per day*" can be presumed to "cause a less-than-significant impact without conducting a detailed study". " As shown above in **Table 1**, subject to County approval the proposed amendment would qualify for the screening criteria covering small projects since it is forecast to generate a net reduction of about 90 trips per day.

Please don't hesitate to contact me if you have any questions or need additional information.

Sincerely,

A handwritten signature in black ink that reads "Stephen Abrams". The signature is written in a cursive, flowing style.

Stephen C. Abrams
President, Abrams Associates
T.E. License No. 1852