

ENVIRONMENT | PLANNING | DEVELOPMENT SOLUTIONS, INC.

Date: August 12, 2021
Prepared by: Meghan Macias, TE
To: City of Chino Planning Department
Site: Yorba Villas Residential Project
Subject: Trip Generation and Vehicle Miles Traveled (VMT) Screening Analysis

This technical memorandum evaluates the trip generation and need to prepare a traffic impact analysis (TIA) or vehicle miles traveled (VMT) analysis for the proposed Yorba Villas Residential Project. The project is located on the northwest corner of Yorba Avenue and Francis Avenue in unincorporated San Bernardino County. The project is located within the sphere of influence of the City of Chino. Because the project is located in unincorporated County but within the City's sphere, this memo will evaluate the project using the TIA guidelines for both the County and City.

The project proposes to construct 45 single-family residential dwelling units on a 13.35-acre site. The proposed project would develop three private streets that would connect to Francis Avenue. The proposed onsite roadways would have a 60-foot right-of-way that would include 5-foot-wide sidewalk and curb and gutter. The project would also construct new sidewalks along the project's Francis Avenue frontage and Yorba Avenue frontage. The project location is shown in Figure 1 and the project site plan is shown in Figure 2.

The project includes features that would reduce vehicle miles traveled and facilitate pedestrian travel in the area. A small private park will be provided to serve the community. Transit service is provided by Omnitrans along Ramona Avenue, which is located less than 1,000 feet west of the project site. Sidewalks will be constructed along all internal project streets and along both Yorba Avenue and Francis Avenue to facilitate pedestrian travel within the project site and to available transit. Francis Avenue will be widened enough to facilitate a bike lane. The project would also provide high-speed internet to all homes to facilitate remote work/telecommuting.

The County of San Bernardino has prepared Transportation Impact Study Guidelines which provide methodology and thresholds for both Level of Service (LOS) and Vehicle Miles Traveled (VMT) analysis. The guidelines were adopted by the County Board of Supervisors via Resolution 2019-110 on July 19, 2019. The City of Chino Traffic Impact Analysis Guidelines (December 2020) provides methodology and thresholds for LOS and VMT analysis for projects within the City of Chino. This memo will evaluate the project using both County and City guidelines.

Project Trip Generation and TIA Screening

The project trip generation was prepared using trip rates for Single Family Detached Housing (Land Use Code 210) from the Institute of Transportation Engineers (ITE)¹. Table 1 presents the trip generation estimate for the proposed project. As shown in Table 1, the project is forecast to generate 425 daily trips including 33 trips during the AM peak hour and 45 trips during the PM peak hour. The County's Guidelines do not require projects to prepare a LOS analysis if they generate fewer than 100 peak hour trips. The City's TIA Guidelines indicate that projects that will generate 50 or more trips during either the AM or PM peak hours would not be required to prepare a level of service (LOS) traffic analysis. Based on the peak hour trip generation of 33 trips during the AM peak hour and 45 trips during the PM peak hour, the project would not meet either the City or County threshold for preparation of a LOS TIA. It should be noted that the project

¹ *Trip Generation*, 10th Edition, Institute of Transportation Engineers (ITE). 2017.

will pay all applicable traffic impact fees, which would be used to fund the local and regional transportation system. These fees are intended to mitigate the cumulative traffic effects of land development projects.

VMT Screening Analysis

Senate Bill (SB) 743 was signed by Governor Brown in 2013 and required the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to LOS for evaluating Transportation impacts. SB743 specified that the new criteria should promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks and a diversity of land uses. The bill also specified that delay-based level of service could no longer be considered an indicator of a significant impact on the environment. In response, Section 15064.3 was added to the CEQA Guidelines beginning January 1, 2019. Section 15064.3 - Determining the Significance of Transportation Impacts states that Vehicle Miles Traveled (VMT) is the most appropriate measure of transportation impacts and provides lead agencies with the discretion to choose the most appropriate methodology and thresholds for evaluating VMT.

County of San Bernardino VMT Screening

The County's Transportation Impact Study Guidelines provide criteria for projects that would be considered to have a less-than significant impact on VMT and therefore could be screened out from further analysis. If a project meets one of the following criteria, then the VMT impact of the project is considered less-than significant and no further analysis of VMT would be required:

1. The project is a local-serving land use.
2. The project generates less than 110 daily vehicle trips.
3. The project is located within a Transit Priority Area (TPA).
4. The project is located in a low VMT generating area.

The applicability of each criterion to the proposed project is discussed below.

Screening Criteria 1 – Local Serving Land Use: According to the County's guidelines, projects which serve the local community and have the potential to reduce VMT would not be required to complete a VMT assessment. These types of projects include K-12 schools, local serving retail, day care centers and student housing. The project proposes single family residential land use and therefore would not be considered a local serving land use. Criteria 1 would not apply.

Screening Criteria 2 – Project Trip Generation Screening: The County's guidelines state that projects generating less than 110 daily vehicle trips would not be required to complete a VMT assessment. As shown in Table 1, the project would generate 425 daily passenger vehicle trips. Because the project would generate more than 110 daily trips, the project would not meet Screening Criteria 2.

Screening Criteria 3 - Transit Priority Area Screening: According to the County's guidelines, projects located in a TPA may be presumed to have a less than significant impact. The project is not located in a TPA, therefore the project would not satisfy the requirements of Screening Criteria 3 – TPA screening.

Screening Criteria 4 - Low VMT Area Screening: The County's guidelines include a screening threshold for projects located in a low VMT generating area. The project site was evaluated using the SBCTA VMT Screening Tool ([SBCTA VMT Screening Tool \(arcgis.com\)](http://sbcta.org/vmt-screening-tool)). The County's criteria of 4 percent below County baseline was used to screen the project using Production-Attraction VMT per population. As shown in Figure 3, the Countywide VMT/Population is 24.3 and the VMT/population for the project zone is 17.1. The VMT/population of the project zone is approximately 29.6% below the County average. Therefore, the VMT impact is presumed to be less than significant. The project would meet Screening Criteria 4 and would not be required to prepare a VMT analysis.

City of Chino VMT Screening

Exhibit D of the City's Traffic Impact Analysis Guidelines provides VMT analysis thresholds, including screening thresholds for projects that would be considered to have a less-than significant impact on VMT and therefore could be screened out from further analysis. If a project meets one of the following criteria, then the VMT impact of the project would be considered less-than significant and no further analysis of VMT would be required:

1. The project is located within a Transit Priority Area (TPA).
2. The project is located in a low VMT generating area.
3. Project Type - the project is a local-serving land use or generates less than 110 daily vehicle trips.

The applicability of each criterion to the project is discussed below.

Screening Criteria 1 - Transit Priority Area Screening: According to the City's guidelines, projects located in a TPA may be presumed to have a less than significant impact. The project is not located in a TPA, therefore the project would not satisfy the requirements of Screening Criteria 1 – TPA screening.

Screening Criteria 2 - Low VMT Area Screening: The City's guidelines include a screening threshold for projects located in a low VMT generating area. Low VMT generating area is defined as traffic analysis zones (TAZs) with a total daily VMT/Service Population (employment plus population) that is 15% less than the baseline level for the County. The project's site was evaluated using the SBCTA VMT Screening Tool ([SBCTA VMT Screening Tool \(arcgis.com\)](http://arcgis.com)). As shown in Figure 4, the Countywide VMT/Service Population is 28.0 and the VMT/Service Population for the project zone is 19.7. The VMT/Service Population of the project zone is approximately 29.6% below the County average. Therefore, the project would meet Screening Criteria 2 and the VMT impact would be presumed to be less than significant. Additional VMT analysis would not be required.

Screening Criteria 3 – Project Type Screening: According to the City's guidelines, projects which propose local serving retail or neighborhood schools, or projects that generate less than 110 daily trips do not require VMT analysis. The project proposes single family residential land use and therefore would not meet the land use component of this screening criteria. As shown in Table 1, the project would generate 425 daily passenger vehicle trips and would therefore not meet the trip generation component of Screening Criteria 3. The project would not satisfy the requirements of screening criteria 3.

Summary

As shown in Table 1, the project is forecast to generate 425 daily trips including 33 trips during the AM peak hour and 45 trips during the PM peak hour. The County's Guidelines do not require projects to prepare a LOS analysis if they generate fewer than 100 peak hour trips. The City's TIA Guidelines indicate that projects that will generate 50 or more trips during either the AM or PM peak hours would not be required to prepare a level of service (LOS) traffic analysis. Based on the peak hour trip generation of 33 trips during the AM peak hour and 45 trips during the PM peak hour, the project would not meet either the City or County threshold for preparation of a LOS TIA.

The project was evaluated using both the County of San Bernardino and City of Chino VMT screening thresholds to determine if the project would require a vehicle miles traveled (VMT) analysis. The project would meet both the County and City screening criteria for project location in a low VMT generating area. Therefore, the project VMT impacts would be considered less than significant and further analysis of VMT would not be required.

If you have any questions about this information, please contact me at (949) 794-1186 or meghan@epdsolutions.com.

Figure 1: Project Location



Figure 2: Project Site Plan

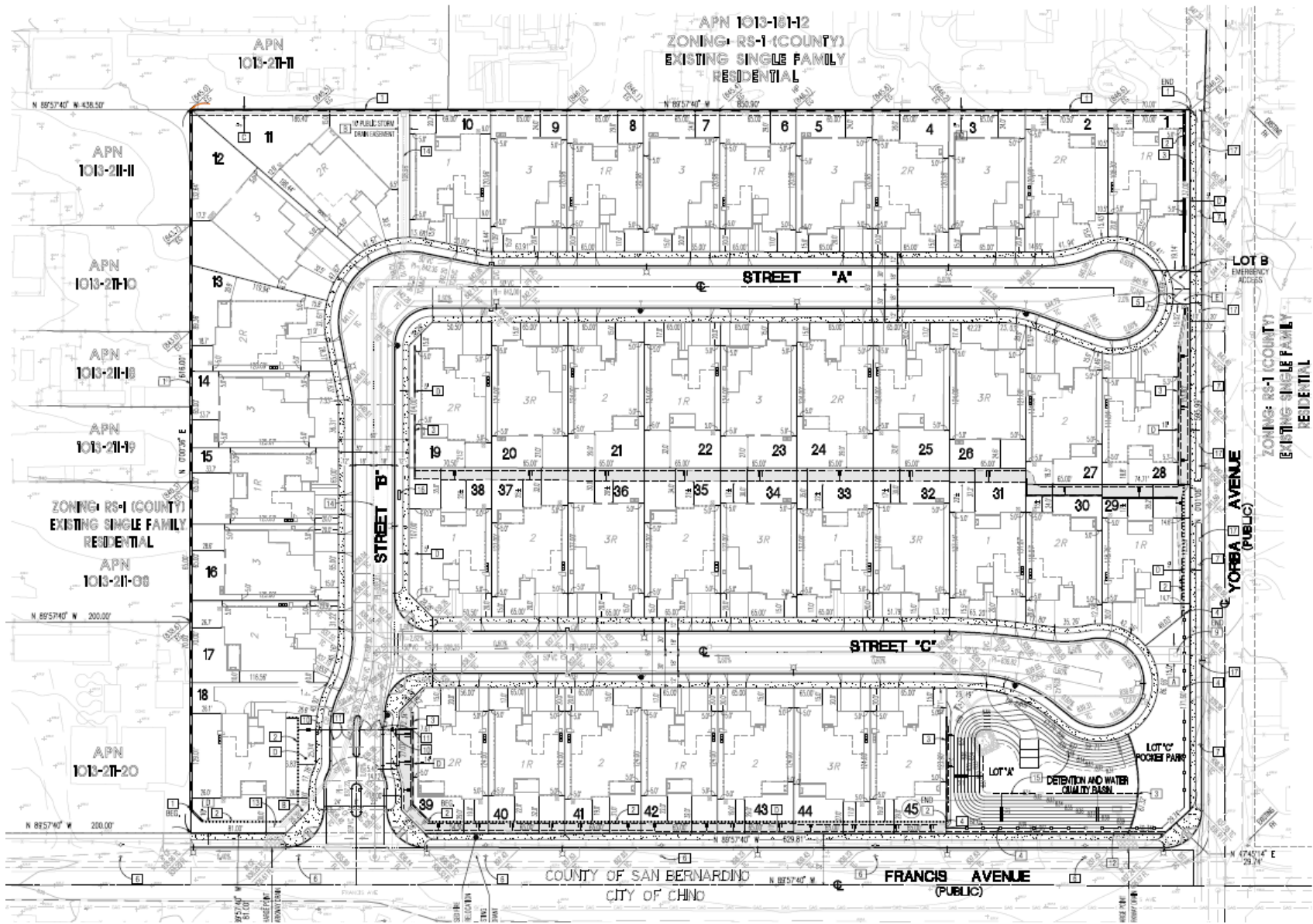


Table 1: Project Trip Generation

Land Use	Units	Daily	AM Peak Hour			PM Peak Hour			
			In	Out	Total	In	Out	Total	
<u>Trip Rates</u>									
Single Family Detached Housing ¹	DU	9.44	0.19	0.56	0.74	0.62	0.37	0.99	
<u>Project Trip Generation</u>									
Single Family Dwelling Unit	45	DU	425	8	25	33	28	16	45
Total Trip Generation			425	8	25	33	28	16	45

DU = Dwelling Unit

¹ Trip rates from the Institute of Transportation Engineers, *Trip Generation, 10th Edition*, 2017.
 Land Use Code 210 - Single Family Detached Housing.

Figure 3: Low VMT Area Screening (County Criteria)

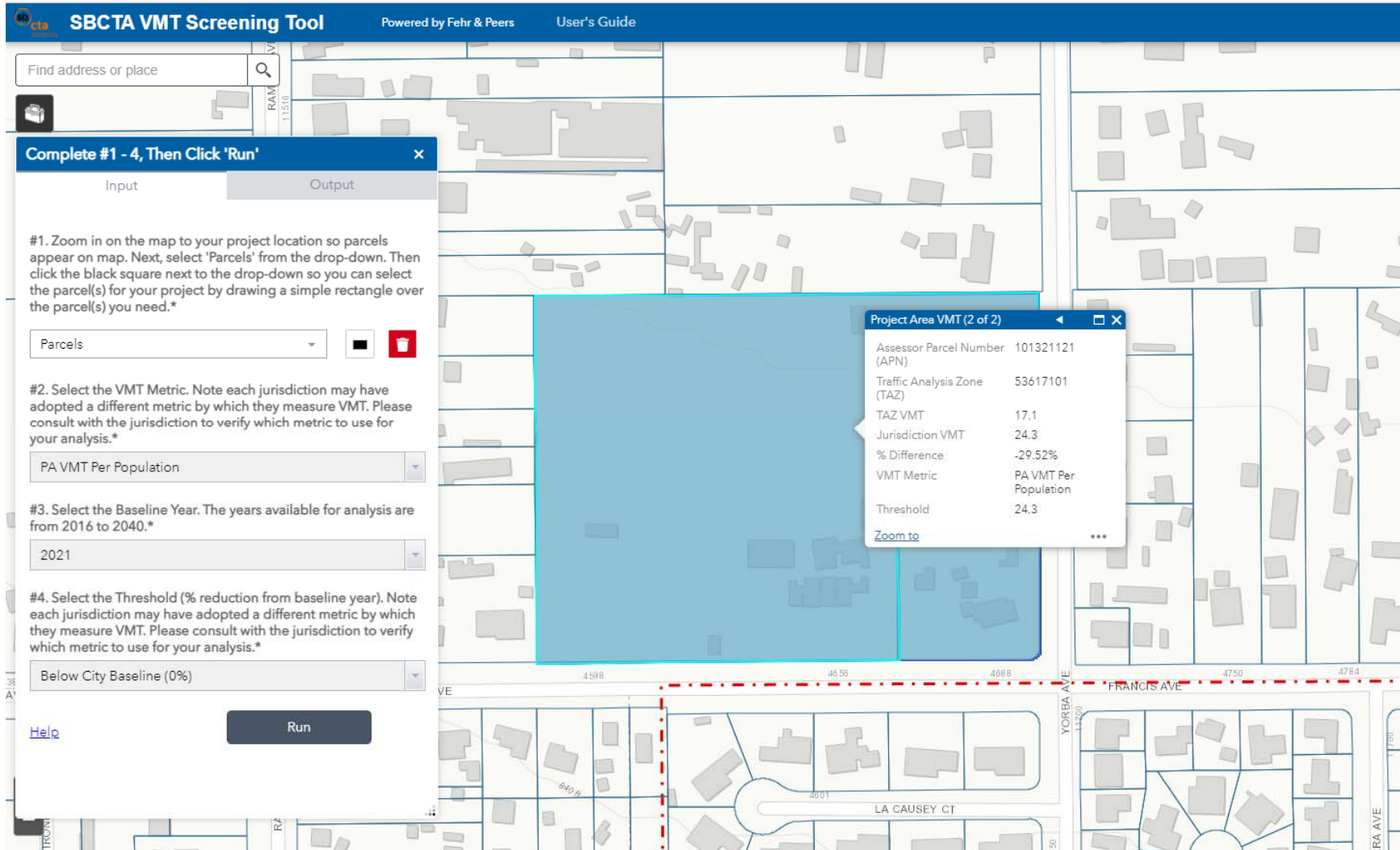


Figure 4: Low VMT Area Screening (City Criteria)

