July 20, 2022

Mr. Brian A. Bush
Diversified Pacific
10621 Civic Center Drive
Rancho Cucamonga, CA 91730

VILLA SERENA VEHICLE MILES TRAVELED (VMT) SCREENING EVALUATION

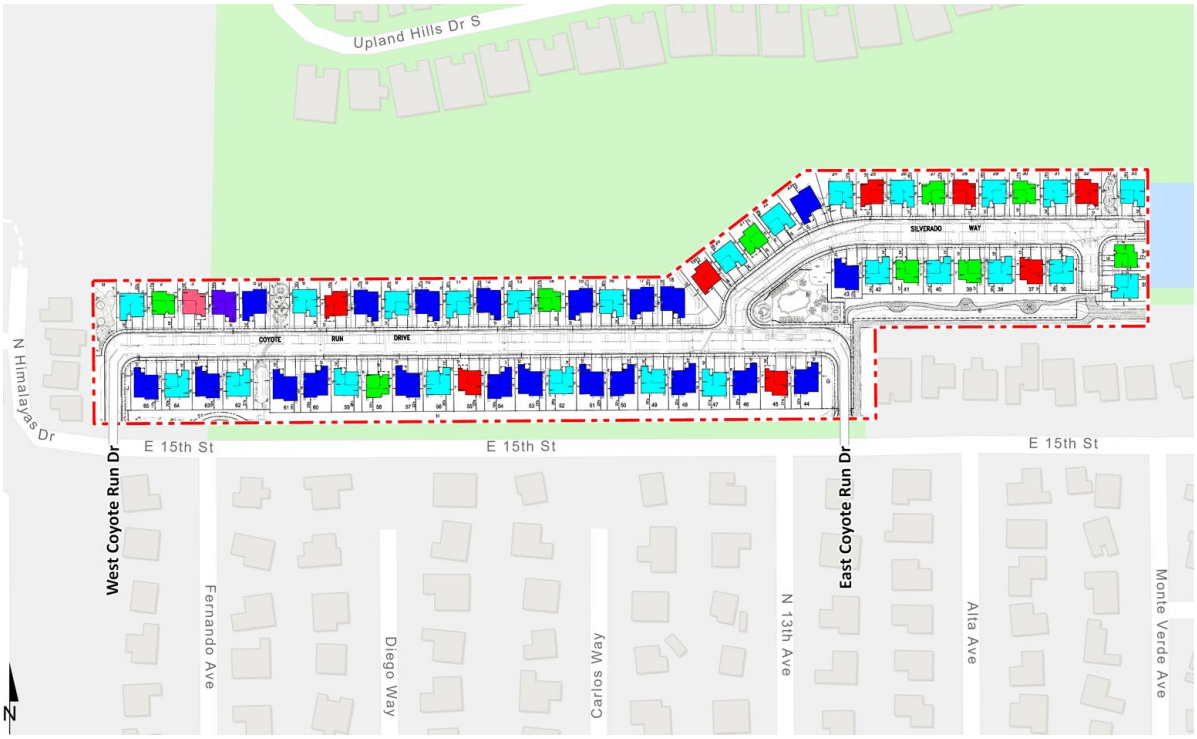
Mr. Brian A. Bush,

Urban Crossroads, Inc. is pleased to provide the following Vehicle Miles Traveled (VMT) Screening Evaluation for the Villa Serena development (**Project**) which is located northeast of Fernando Avenue and E 15th Street in the City of Upland.

PROJECT OVERVIEW

It is our understanding that the project is to consist of 65 single family detached residential dwelling units. Preliminary site plan as shown below in Exhibit 1.

EXHIBIT 1: PRELIMINARY SITE PLAN



BACKGROUND

Changes to California Environmental Quality Act (**CEQA**) Guidelines were adopted in December 2018, which require all lead agencies to adopt VMT as a replacement for automobile delay-based level of service (**LOS**) as the measure for identifying transportation impacts for land use projects. This statewide mandate went into effect July 1, 2020. To aid in this transition, the Governor's Office of Planning and Research (**OPR**) released a Technical Advisory on Evaluating Transportation Impacts in CEQA (December of 2018) (**Technical Advisory**) (1). Based on the Technical Advisory, the City of Upland has developed and adopted their own VMT methodologies and thresholds, as documented in the City of Upland Traffic Impact Analysis Guidelines (**City Guidelines**) (2). This VMT screening evaluation has been developed based on the adopted City Guidelines.

VMT SCREENING

The City Guidelines identify Projects that meet certain VMT screening criteria may be presumed to result in a less than significant transportation impact. It is our understanding the City of Upland utilizes the San Bernardino County Transportation Authority (**SBCTA**) VMT Screening Tool (**Screening Tool**). The Screening Tool allows users to select an assessor's parcel number (**APN**) to determine if a project's location meets one or more of the screening thresholds for land use projects identified in the City Guidelines. The City Guidelines lists the following VMT screening steps:

- Step 1: Transit Priority Area (TPA) Screening
- Step 2: Low VMT Area Screening
- Step 3: Project Type Screening

A land use project need only meet one of the above screening criteria to result in a less than significant impact.

STEP 1: TPA SCREENING

Consistent with guidance identified in the City Guidelines, projects located within a Transit Priority Area (**TPA**) (i.e., within ½ mile of an existing "major transit stop"[1] or an existing stop along a "high-quality transit corridor"[2]) may be presumed to have a less than significant impact absent substantial evidence to the contrary. However, the presumption may not be appropriate if a project:

- Has a Floor Area Ratio (**FAR**) of less than 0.75;

[1] 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.").
[2] 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.").

- 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);
- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization); or
- Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

The Screening Tool was utilized to locate the Project site and its proximity to a TPA. Results, as shown in Attachment A, identifies the Project Site is not located within ½ mile of an existing major transit stop or along a high-quality transit corridor.

TPA screening criteria is not met.

STEP 2: LOW VMT AREA SCREENING

As noted in the City Guidelines, consistent with the Technical Advisory, "Residential and office projects that locate in areas with low VMT and that incorporate similar features (density, mix of uses, and transit accessibility) will tend to exhibit similarly low VMT."

The City Guidelines state that projects may be presumed to have a less than significant VMT impact if located in an already low VMT generating traffic analysis zones (**TAZs**) that generates a VMT per service population (**SP**) that is better than the City of Upland General Plan Buildout VMT per SP. The Screening Tool uses the sub-regional San Bernardino Transportation Analysis Model (**SBTAM**) to measure VMT performance within individual TAZ's within the region. The Project's physical location based on parcel number is selected in the Screening Tool to determine the TAZ in which the Project will reside. The Project's TAZs VMT per service population was compared to City's adopted threshold of 35.3 VMT per SP. The parcel containing the proposed Project was selected and the Screening Tool was run for origin-destination (**OD**) VMT per service population. The Project's TAZ 53656201 generates 31.4 VMT per SP, which is better than the City's adopted threshold Citywide average VMT per SP under buildout conditions. The Project is located within a low VMT generating zone (See Attachment A).

Low VMT Area screening criteria is met.

STEP 3: PROJECT TYPE SCREENING

The City Guidelines identify that local serving retail less than 50,000 square feet or other local serving essential services (e.g., day care centers, public schools, medical/dental office buildings, etc.) are presumed to have a less than significant impact absent substantial evidence to the contrary. The Project, as intended, does not contain any local serving uses.

Additionally, the City Guidelines state that small projects generating fewer than 250 daily vehicle trips may be presumed to have a less than significant impact, subject to discretionary approval by the City. Trips generated by the Project's proposed land uses have been estimated based on trip generation rates collected by the Institute of Transportation Engineers (**ITE**) Trip Generation Manual, 11th Edition, 2021 (4). A Project of this size is anticipated to generate 614 daily vehicle

trips. Therefore, the Project generates daily vehicle trips exceeding the 250 daily vehicle trip threshold (See Attachment B).

Project Type screening criteria is not met.

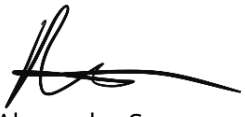
CONCLUSION

In summary, the Project was found to meet Low VMT Area screening criteria. The Project's impact on VMT is presumed to be less than significant; no further VMT analysis required.

If you have any questions, please contact me directly at aso@urbanxroads.com.

Respectfully submitted,

URBAN CROSSROADS, INC.

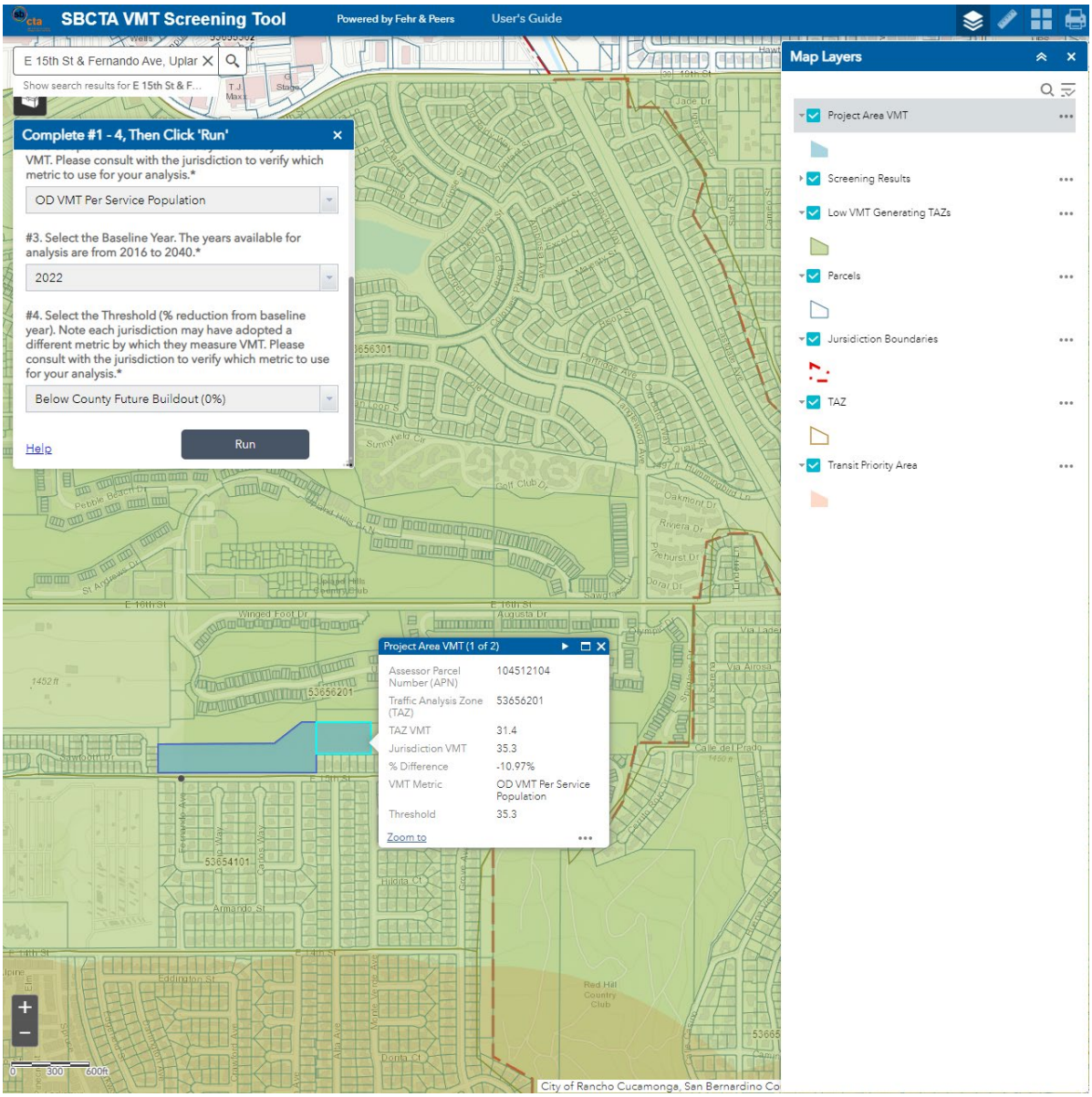


Alexander So
Senior Associate

REFERENCES

1. **Office of Planning and Research.** *Technical Advisory on Evaluating Transportation Impacts in CEQA.* State of California : s.n., December 2018.
2. **City of Upland.** *Traffic Impact Analysis Guidlines.* July 2020.
3. **Institute of Transportation Engineers.** *Trip Generation Manual.* 11th Edition. 2021.

ATTACHMENT A
SBCTA SCREENING TOOL


SBCTA VMT Screening Tool
Powered by Fehr & Peers
User's Guide
E 15th St & Fernando Ave, Uplar
Show search results for E 15th St & F...
Complete #1 - 4, Then Click 'Run'
VMT. Please consult with the jurisdiction to verify which metric to use for your analysis.*
OD VMT Per Service Population
#3. Select the Baseline Year. The years available for analysis are from 2016 to 2040.*
2022
#4. Select the Threshold (% reduction from baseline year). Note each jurisdiction may have adopted a different metric by which they measure VMT. Please consult with the jurisdiction to verify which metric to use for your analysis.*
Below County Future Buildout (0%)
Help
Run
Map Layers
Project Area VMT
Screening Results
Low VMT Generating TAZs
Parcels
Jurisdiction Boundaries
TAZ
Transit Priority Area
Project Area VMT (1 of 2)
Assessor Parcel Number (APN) 104512104
Traffic Analysis Zone (TAZ) 53656201
TAZ VMT 31.4
Jurisdiction VMT 35.3
% Difference -10.97%
VMT Metric OD VMT Per Service Population
Threshold 35.3
Zoom to
City of Rancho Cucamonga, San Bernardino Co

ATTACHMENT B

PROJECT TRIP GENERATION SUMMARY

TABLE 1: PROJECT TRIP GENERATION SUMMARY

Land Use[1]	ITE Code	Units[2]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Single Family Detached Residential	210	DU	0.18	0.52	0.70	0.59	0.35	0.94	9.43

[1] Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).

[2] DU = dwelling units

Land Use	Quantity	Units[1]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Lyon Avenue Project (TTM No. 38468)	65	DU	12	34	46	38	23	61	614

[1] DU = dwelling units