January 19, 2022

Mr. Jeff Peterson, City Engineer
CITY OF LOMA LINDA
25541 Barton Road
Loma Linda, CA 92354-3160

RE: Canyon Ranch Project Vehicle Miles Traveled Screening Assessment
Project No. 19409

Dear Mr. Peterson:

INTRODUCTION

Ganddini Group, Inc. is pleased to provide this Vehicle Miles Traveled Screening Assessment for the proposed Canyon Ranch project in the City of Loma Linda. The purpose of this analysis is to document the number of trips forecast to be generated and assess the potential project Vehicle Miles Traveled (VMT) impact for compliance with California Environmental Quality Act (CEQA) and Senate Bill 743 requirements. This assessment includes a trip generation calculation for the proposed project and determines whether further vehicle miles traveled (VMT) analysis is recommended based on County of San Bernardino requirements. This analysis supplements the *Canyon Ranch Traffic Impact Analysis* (Ganddini Group, Inc., January 10, 2022) ["Project TIA"] which is currently being prepared with Level of Service Assessment for General Plan consistency.

PROJECT DESCRIPTION

The approximately 140-acre proposed annex area is generally located south of Barton Road, west of San Timoteo Canyon Road/Nevada Street, and northeast of the Union Pacific Railroad line in the City of Loma Linda sphere of influence (currently unincorporated). The annexation includes a General Plan Amendment and Zoning Map Amendment to change four lots from the current designation and zone of General Commercial to Low Density Residential. The two tentative tract maps (TTM) and adjacent lots found within this portion of the sphere of influence will be annexed into the City. See Attachment A for proposed annex area.

The project location map is shown on Figure 1. Approximately 60 percent of the proposed annex area consists of 66.7-acre residential project site located north and south of Bermudez Street between San Timoteo Creek and San Timoteo Canyon Road in the City of Loma Linda, California. The project site is currently undeveloped and zoned for Low Density and Very Low Density Residential. The proposed project involves construction of two tentative tract maps consisting of 126 residential lots and 3 lettered lots. TTM-20403 consists of 37 lots (7,200 square feet minimum), a basin, and open space [Project]. TTM-20404 consists of 89 lots (2 units per acre density) and open area.. The project site plan for TTM-20403 and TTM-20404 are illustrated on Figure 2.

Vehicular access for the project site will be maintained at Barton Road, New Jersey Street, San Timoteo Road and Nevada Street. Additionally, the proposed project will vacate the Bermudez Street and San Timoteo

Canyon Road intersection and construct a new cul-de-sac on the northern side of parcel 0293-091-04 with a 30-foot access driveway for the adjacent parcel on the east.

PROJECT TRIP GENERATION

Annexation Area

Table 1 shows proposed annex area trip generation is based upon trip generation rates obtained from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition, 2021). Trip generation rates for ITE Land Use Code 210 (single-family residential) and ITE Land Use Code 820 (commercial retail) were used for the total previously approved zoning area, and rates from ITE Land Use Code 210 (single-family residential), ITE Land Use Code 560 (church) and ITE Land Use Code 820 (commercial retail) were used for the existing commercial and church development as well as the areas for the proposed residential properties. As shown in Table 1, the previously approved zoning and the future to be determined development were computed in acres and converted using residential density in dwellings per acre and commercial density in floor area ratio. When the actual commercial, church and proposed residential projects are accounted for and added to the remaining balance of the proposed zoning areas there is a slight reduction in the proposed is forecast to trip generation for the General Plan Buildout condition. The proposed annex area is forecast to generate approximately 4,429 daily trips, including 382 trips during the AM peak hour and 1,018 trips during the PM peak hour. The proposed annexation/zone change is forecast to result in a net of 1,189 more daily trips, including 87 more trips during the AM peak hour and 118 more trips during the PM peak hour.

Residential Projects TTM-20403 and TTM-20404

Table 2 shows proposed project trip generation is based upon trip generation rates obtained from the (ITE) *Trip Generation Manual*. Trip generation rates for ITE Land Use Code 210 (single-family residential) were used for the proposed project. As shown in Table 2, the proposed project is forecast to generate approximately 1,188 daily trips, including 88 during the AM peak hour and 119 trips during the PM peak hour.

VEHICLE MILES TRAVELED (VMT) ASSESSMENT

The Vehicle Miles Traveled VMT assessment for CEQA compliance has been prepared in accordance with the standard City of Loma Linda procedures, and County Guidelines.

BACKGROUND

California Senate Bill 743 (SB 743) directs the State Office of Planning and Research (OPR) to amend the California Environmental Quality Act (CEQA) Guidelines for evaluating transportation impacts to provide alternatives to Level of Service that "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." In December 2018, the California Natural Resources Agency certified and adopted the updated CEQA Guidelines package. The amended CEQA Guidelines, specifically Section 15064.3, recommend the use of Vehicle Miles Traveled (VMT) as the primary metric for the evaluation of transportation impacts associated with land use and transportation projects. In general terms, VMT quantifies the amount and distance of automobile travel attributable to a project or region. All agencies and projects State-wide are required to utilize the updated CEQA guidelines recommending use of VMT for evaluating transportation impacts as of July 1, 2020.

The updated CEQA Guidelines allow for lead agency discretion in establishing methodologies and thresholds provided there is substantial evidence to demonstrate that the established procedures promote the intended goals of the legislation. Where quantitative models or methods are unavailable, Section 15064.3 allows agencies to assess VMT qualitatively using factors such as availability of transit and proximity to other

destinations. The Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA* (State of California, December 2018) ["OPR Technical Advisory"] provides technical considerations regarding methodologies and thresholds with a focus on office, residential, and retail developments as these projects tend to have the greatest influence on VMT.

VMT SCREENING CRITERIA (CEQA)

As the City of Loma Linda has adopted the County of San Bernardino VMT guidelines or thresholds for evaluating transportation impacts under CEQA, the Project VMT assessment has been prepared in accordance with guidance from City staff and the County Guidelines, which were developed from recommendations contained in the Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA* (State of California, December 2018) ["OPR Technical Advisory"].

The County Guidelines identify screening criteria for certain types of projects that typically reduce VMT and may be presumed to result in a less than significant VMT impact. They are as follows:

- Projects located within a Transit Priority Area (TPA)
  - Projects located within one-half mile radius of transit stop[1] or high-quality transit corridor[2]
- Projects located within a low VMT area
  - Site location can be verified with the web-based or map-based VMT Screening Tool
- Project Type Screening
  - Local serving land use
  - Retail land use projects which do not exceed 50,000 square feet of gross floor area
  - Existing projects and redevelopment projects up to 10,000 square feet[3]
  - Projects with trip generate less than net new 110 daily vehicle[4] trips (ADT)

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, per worker, or per service population that is similar to the existing land uses in the low VMT area. Based on the County-established thresholds, a project would satisfy the low VMT screening criteria if it is located in a traffic analysis zone (TAZ) that does not exceed four percent below the existing County of San Bernardino baseline VMT per service population.

[1] A major transit stop is defined as an existing rail transit station, ferry terminal with bus or rail service, or the intersection of two or more major bus routes with less than 15 minutes headways during the peak commute hours (Pub. Resources Code, § 21064.3.).

[2] Fixed route bus service with less than 15 minute headways during the peak commute hours (Pub. Resources Code, § 21155).

[3] As noted in OPR Technical Advisory, CEQA provides a categorical exemption for existing facilities and additions to existing structures up to 10,000 square feet so long as the project is in an area where public infrastructure is available to allow for maximum planning development and the project is not in an environmentally sensitive area (CEQA Guidelines, § 15301, subd. (e)(2).). Typical project types for which trip generation increases relatively linearly with building footprint (i.e., general office building, single tenant office building, office park, and business park) generate or attract an additional 110-124 trips per 10,000 square feet. Therefore, absent substantial evidence otherwise, it is reasonable to conclude that the addition of 110 or fewer trips could be considered not to lead to a significant impact.

[4] The term vehicle refers to on-road passenger vehicles, specifically cars and light trucks. Heavy-duty trucks should only be included in a traffic impact analysis for modeling convenience and east of calculation (e.g., where data provided combine auto and heavy freight VMT), but should not contribute to a finding of significant traffic (VMT) impact under any circumstances.

To identify if the project is in a low VMT area, the SBCTA VMT Screening Tool was used. The SBCTA VMT Screening Tool was developed from the San Bernardino Transportation Analysis Model (SBTAM) travel forecasting model 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. Projects located in areas that incorporate similar features of the TAZ will tend to exhibit similar VMT. 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. Exhibit A shows the SBCTA VMT Screening Tool results for the project site.

As shown in Exhibit A below, the proposed residential projects within the Annexation Area is consistent with existing residential land uses in the project TAZ and there does not appear to be anything unique about the project that would otherwise be mis-represented utilizing the data from the SBCTA VMT Screening Tool. Based on the SBCTA VMT Screening Tool assessment, the proposed project is located within TAZ 53817201. As shown on Exhibit A, the baseline year (2021) VMT per service population for the project TAZ is equal to 25.8 and the County-established threshold is equal to 35.3. Therefore, the proposed project satisfies the County-established screening criteria for projects located in low VMT areas.

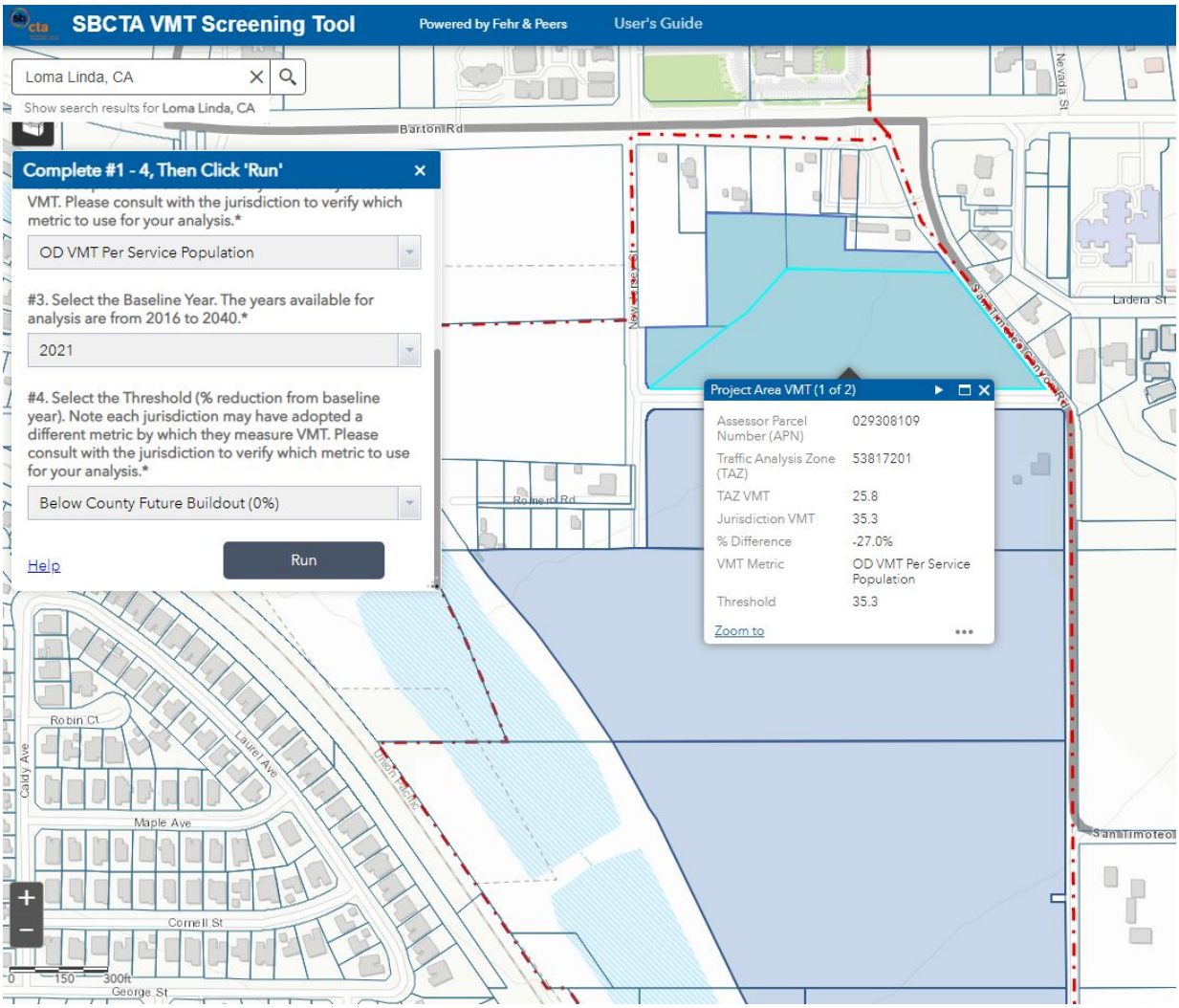


Exhibit A – SBCTA VMT Screening Tool Results

PROJECT TYPE SCREENING

The County TIA Guidelines identify the following types of projects that may be presumed to have a less than significant VMT impact as they are local serving and thus can be expected to reduce VMT or they are small enough to have a negligible impact:

- Local parks
- Day care centers
- Local-serving retail uses less than 50,000 square feet, including:
  - Gas stations
  - Banks
- Student housing projects
- Local serving community colleges that are consistent with the assumptions noted in the RTP/SCS
- Existing projects or redevelopment of up to 10,000 additional square feet
- 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
  - 12 hotel rooms

As previously noted, the proposed annexation/zone change is forecast to result in 1,189 more daily trips than the previously approved zoning land use; and the proposed residential projects within the annex area is forecast to result in 1,188 daily trips. Therefore, the annex area and the proposed residential projects do not meet the VMT screening criteria for small project trip generation (less than 110 net new daily trips)..

CONCLUSION

The proposed residential projects within the Annexation Area do satisfy the City-established VMT screening criteria as the project is located in a low VMT area which will not be adversely affected by the project net new trip generation. Therefore, the project VMT impact may be presumed less than significant based on the Traffic Impact Analysis Guidelines, as adopted by the City of Loma Linda and criteria for Categorical Exemption under CEQA, and no further analysis, including new model runs, appears to be necessary to determine the project's VMT impact under CEQA.

Mr. Jeff Peterson, City Engineer
CITY OF LOMA LINDA
January 19, 2022

We appreciate the opportunity to assist you on this project. Should you have any questions or if we can be of further assistance, please do not hesitate to call at (714) 795-3100 or 949-257-3126.

Sincerely,
GANDDINI GROUP, INC.

Perrie Ilercil, P.E. (AZ)
Senior Engineer

Giancarlo Ganddini, PE, PTP
Principal

Table 1
Annexation Area General Buildout Trip Generation

Trip Generation Rates									
			AM Peak Hour			PM Peak Hour			
Land Use	Source[1]	Land Use Variable[2]	% In	% Out	Rate	% In	% Out	Rate	Daily Rate
Single-Family Detached Housing	ITE 210	DU	26%	74%	0.70	63%	37%	0.94	9.43
Assisted Living	ITE 254	Bed	60%	40%	0.18	39%	61%	0.24	2.60
Church	ITE 560	TSF	62%	38%	0.32	44%	56%	0.49	7.60
Mosque	ITE 562	TSF	67%	33%	1.71	43%	57%	4.22	7.60
Shopping Center	ITE 820	TSF	62%	38%	0.84	48%	52%	3.40	9.60

Trips Generated									
			AM Peak Hour			PM Peak Hour			
Land Use	Source	Quantity	In	Out	Total	In	Out	Total	Daily
Existing/Previous Zoning									
RL-Commercial Retail (FAR = 0.5) (1.6 ac)	ITE 820	35.501 TSF	18	12	30	58	63	121	341
RL-5; Wellness Center (2.4 ac)	ITE 254	23 BED	2	2	4	2	4	6	60
RL-5; Church (7.3 ac)	ITE 560	42.900 TSF	9	5	14	9	12	21	326
RL-5; Mosque (5.5 ac)	ITE 562 [a]	29.520 TSF	34	16	50	54	71	125	224
Rural Living (RL = 1 du/ 2.5ac) (1.7 ac)	ITE 210	3 DU	1	1	2	2	1	3	28
Low Density Rural Living (RL-5 = 1 du/ 5ac) (4.4 ac)	ITE 210	8 DU	1	5	6	5	3	8	75
RL (SBC Flood Control area 5.4 ac)									
RL-5 (SBC Flood Control area 30.5 ac)									
RL-Commercial Retail (FAR = 0.5) (10.3 ac) - Vacant	ITE 820	211.079 TSF	110	67	177	344	374	718	2,026
Rural Living (RL = 1 du/ 2.5ac) (12.1 ac) - Vacant	ITE 210	5 DU	1	3	4	3	2	5	47
Low Density Rural Living (RL-5 = 1 du/ 5ac) (58.9 ac) - Vacant	ITE 210	12 DU	2	6	8	7	4	11	113
Subtotal Previous Zoning		140.0 AC	178	117	295	484	534	1,018	3,240
Proposed Zoning									
C1-Commercial Retail (FAR = 0.5) (1.6 ac)	ITE 820	35.501 TSF	18	12	30	58	63	121	341
LDR; Wellness Center (2.4 ac)	ITE 254	23 BED	2	2	4	2	4	6	60
LDR; Church (7.3 ac)	ITE 560	42.900 TSF	9	5	14	9	12	21	326
LDR; Mosque (5.5 ac)	ITE 562 [a]	29.520 TSF	34	16	50	54	71	125	224
Low Density Residential (4 du/ac) (3.8 ac)	ITE 210	9 DU	2	4	6	5	3	8	85
Very Low Density Residential (2 du/ac) (2.3 ac)	ITE 210	2 DU	0	1	1	1	1	2	19
LDR (SBC Flood Control area 5.4 ac)									
VLDR (SBC Flood Control area 30.5 ac)									
C1-Commercial Retail (FAR = 0.5) (10.3 ac) - Vacant	ITE 820	211.079 TSF	110	67	177	344	374	718	2,026
Low Density Residential (4 du/ac) (4.3 ac) - Vacant	ITE 210	17 DU	3	9	12	10	6	16	160
TTM20403 (10.96 AC) - Low Density Residential	ITE 210	37 DU	7	19	26	22	13	35	349
TTM20404 (55.72 AC) - Very Low Density Residential	ITE 210	89 DU	16	46	62	53	31	84	839
Subtotal Proposed Land Use/Zoning			201	181	382	558	578	1,136	4,429
NET NEW TRIPS GENERATED			**+ 23**	**+ 64**	**+ 87**	**+ 74**	**+ 44**	**+ 118**	**+ 1,189**

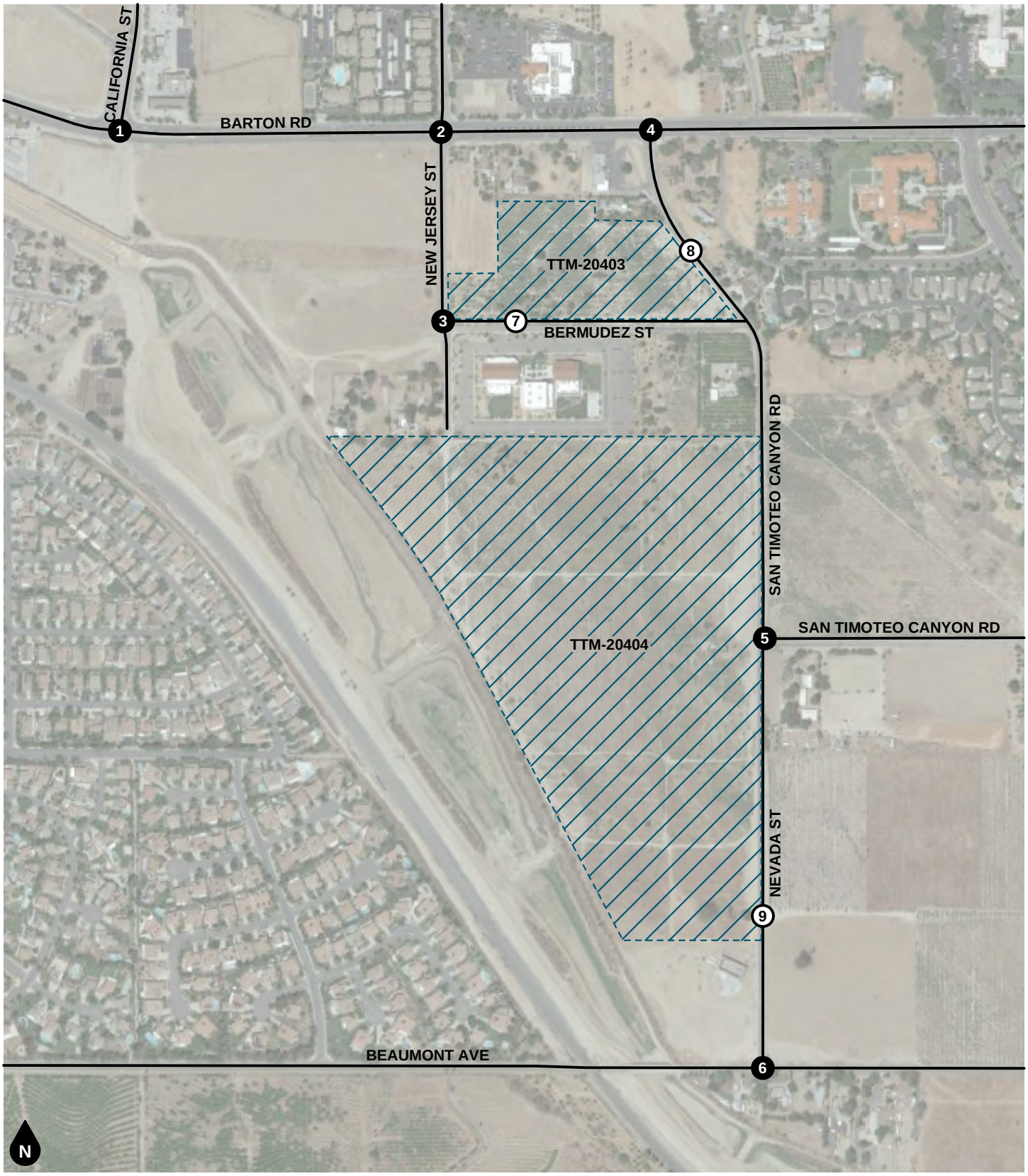
Notes:
(1) ITE = Institute of Transportation Engineers *Trip Generation Manual* (11th Edition, 2021); ### = Land Use Code. All rates based on General Urban/Suburban rates, unless otherwise noted.
[a] = Mosque trip generation rate for AM peak from ratio of AM/PM generator rates times the PM Peak hour rate. Daily rate based on Daily rates for Church/Synagogue.
(2) DU = Dwelling Units; TSF = Thousand Square Feet; AC = Acre.

Table 2
Project Trip Generation

Trip Generation Rates									
			Weekday						
			AM Peak Hour			PM Peak Hour			Daily
Land Use	Source[1]	Land Use Variable[2]	% In	% Out	Rate	% In	% Out	Rate	Rate
Single-Family Detached Housing	ITE 210	DU	26%	74%	0.70	63%	37%	0.94	9.43

Trips Generated									
			AM Peak Hour			PM Peak Hour			
Land Use	Source	Quantity	In	Out	Total	In	Out	Total	Daily
TTM20403 (10.96 AC)	ITE 210	37 DU	7	19	26	22	13	35	349
TTM20404 (55.72 AC)	ITE 210	89 DU	16	46	62	53	31	84	839
NET NEW TRIPS GENERATED			**+ 23**	**+ 65**	**+ 88**	**+ 75**	**+ 44**	**+ 119**	**+ 1,188**

Notes:
(1) ITE = Institute of Transportation Engineers *Trip Generation Manual* (11th Edition, 2021); ### = Land Use Code. All rates based on General Urban/Suburban rates, unless otherwise noted.
(2) DU = Dwelling Units.



Legend

Study Intersection

(#) Project Driveway

Figure 1
Project Location Map

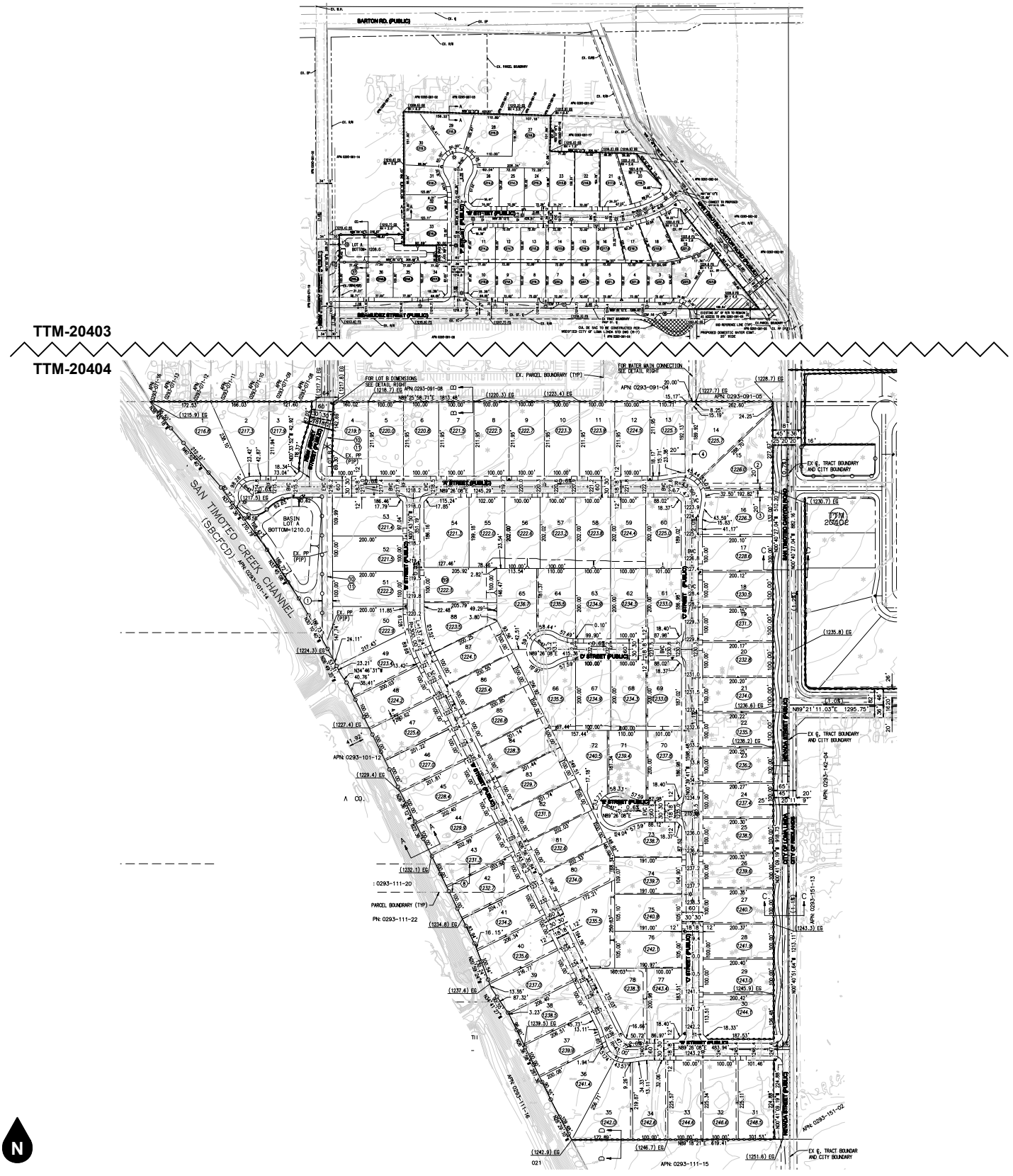


Figure 2
Site Plan

ATTACHMENT A

SITE PLAN

Annexation Subject Area: