



January 31, 2022

Mr. Jeremy Johnson, Supervisor  
COUNTY OF SAN BERNARDINO, DPW, TRAFFIC DIVISION  
825 East Third Street  
San Bernardino, California 92415-0182

**RE: Phelan Community Park Vehicle Miles Traveled Screening Assessment**  
Project No.19395

Dear Mr. Johnson:

Ganddini Group, Inc. is pleased to provide this Vehicle Miles Traveled Screening Assessment for the proposed Phelan Community Park Project in the County of San Bernardino. 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 *Phelan Community Park Traffic Impact Analysis* (Ganddini Group, Inc., January 31, 2022) [“Project TIA”] which is currently being prepared with Level of Service Assessment for General Plan consistency.

### **PROJECT DESCRIPTION**

The Phelan Pinon Hills Community Services District (CSD) has approximately 14-acres for development to expand community services provided to the local area. The currently undeveloped project site is located northeast of the intersection of Sheep Creek Road and Warbler Road in the Phelan community of unincorporated County of San Bernardino, California. While the development may be phased to meet the needs and budget of the community, the proposed project involves the construction of 14.27 acres of local Park with passive open space and 3-Multi-Purpose Fields, 1-Tennis Court, 26,000 SF of Skate Park, 30-Picnic Tables, and 15,730 SF of Aquatic Center [optional] & Splash-Pad. The Proposed includes connection to the existing Community Senior and Community Center parking lot with additional parking provided for new services and connection to the adjacent roadway. Vehicular access for the Project Site is proposed Sheep Creek Road and Warbler Road. The proposed future site plan is shown in Attachment A.

### **PROJECT TRIPS**

Table 1 shows the proposed project trips generation based on trip generation rates obtained from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition, 2021). To provide a conservative assessment of the proposed park trip generation, public park rates were used for the passive open space of the park, in combination with rates for recreational components included in the park. The forecast trip generation of the park is representative of May to October with the combined usage of the water park and all multi-purpose fields. Based on the ITE land use descriptions, trip generation rates for Land Use Codes ITE 411 – Public Park, ITE 488 – Soccer Field, ITE 491 Tennis Court, ITE 482 – Water Park were determined to adequately describe the proposed land uses and were selected for this analysis. In addition to the ITE land

use rates, the skate park trip generation rates were obtained from the *Center Avenue Skate Park Traffic Study* (Austin-Foust Associates, Inc., 2011) for the skate park that is currently under construction in the park. The passive open space of the park was quantified by ITE 411 per acre (10<sup>th</sup> Edition) while the Central Plaza picnic tables were quantified by ITE 411 per picnic table (9<sup>th</sup> Edition) due to absence of picnic table data in the 10<sup>th</sup> Edition.

As also shown in Table 1, the proposed project is forecast to result in 994 daily trips, including 31 trips during the AM peak hour and 144 trips during the PM peak hour.

## VEHICLE MILES TRAVELED (VMT) ANALYSIS

The VMT assessment for CEQA compliance has been prepared in accordance with methodology provided by the County of San Bernardino *Transportation Impact Study Guidelines* (July 2019), ["TIS 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.

### VEHICLE MILES TRAVELED SCREENING CRITERIA (CEQA)

The VMT screening assessment has been prepared in accordance with the County of San Bernardino TIS Guidelines, which were developed based on guidance from the Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA* (State of California, December 2018) ["OPR Technical Advisory"]. The TIS 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 consisting of local servicing land use
  - Local-serving retail less than 50,000 square feet
  - Local-serving K-12 schools
  - Local parks
  - Day care centers
  - Local gas stations

- Day care banks
- Student housing projects
- Local serving community colleges (consistent with the Regional Transportation Plan)
  
- Trip Screening
  - Existing facilities
  - Redevelopment with less than 10,000<sup>1</sup> square feet increase
  - Projects with less than 110 daily vehicle trips (ADT)
    - 11 single family residential dwelling units
    - 16 multi-family residential dwelling units
    - 10,000 square feet of office
    - 15,000 square feet of light industrial
    - 65,000 square feet of warehousing
    - 79,000 square feet of high-cube transload and short-term storage warehouse
    - 12 hotel rooms
  
- Projects located within a Transit Priority Area (TPA)
  - Projects within one-half mile of major transit stop<sup>2</sup> or high-quality transit corridor<sup>3</sup>
  
- Projects located within a low VMT area
  - Site location can be verified with the web-based VMT Screening Tool

To qualify for screening, a project needs to fulfill only one of the screening types listed.

## PROJECT TYPE SCREENING

The TIS Guidelines includes screening criteria for certain types of projects that are local serving in may be presumed to have a less than significant impact. Among the project type screening are local serving retail projects with less than 50,000 square feet, schools, parks, day care centers, affordable housing, and community institutions. Local serving projects will generally redistribute trips rather than creating new trips. By adding local opportunities into the community and thereby improving proximity, local serving projects tend to shorten trips and reduce VMT.

For purposes of distinguishing between local and regional parks, local are parks are generally recognized as 50 acres or less in which the majority of patrons that will utilize the facilities are from the surrounding residential communities, whereas regional parks are often larger than 50 acres and maintained by a regional parks district.

Based on the project description the proposed trips are exempt as local servicing park. Without the proposed project, demand for such recreational space will have to be filled by other existing recreational facilities in the

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<sup>1</sup> As noted in the County guidelines and 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.

<sup>2</sup> 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.).

<sup>3</sup> Fixed route bus service with less than 15 minute headways during the peak commute hours (Pub. Resources Code, § 21155).

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region, which would extend the travel distance for those users that are currently within the Phelan community area. To further illustrate this point, Figure 1 shows a map of the three-mile radius around existing recreational facilities in the region. As shown on Figure 1, there are no alternative options for recreational space with soccer and baseball fields, tennis courts, public pool, gymnasium and picnic tables within a three-mile radius of the project site. Therefore, the proposed project would improve the proximity of team sport and leisure learning opportunities within the region, thereby shortening travel distances and reducing VMT.

It is also noted that 50,000 square feet of retail is estimated to generate approximately 1,888 daily trips based on the ITE *Trip Generation Manual* rate for Shopping Center (Land Use Code 820). For comparison, the proposed project is estimated to generate between 668 to 994 daily trips depending on the time of year. The 994 daily trips are representative of the summer peak usage during May to September when the aquatic center and multiple-purpose fields may be in operation at the same time. The 668 daily trips are more representative of the remaining seven months of the year (October to April) when typically, the splash-pad would be closed and multiple-purpose fields would generate less intensive use.

## CONCLUSIONS

The proposed project may be presumed to result in a less than significant VMT impact based on the County-established project screening criteria for local parks and is forecast to generate fewer daily trips than exempt local-serving retail use with similar VMT-reducing effect on the region as local-serving retail use.

It has been a pleasure to assist you with 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.

Sincerely,  
GANDDINI GROUP, INC.



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



Giancarlo Ganddini, PE, PTP  
Principal

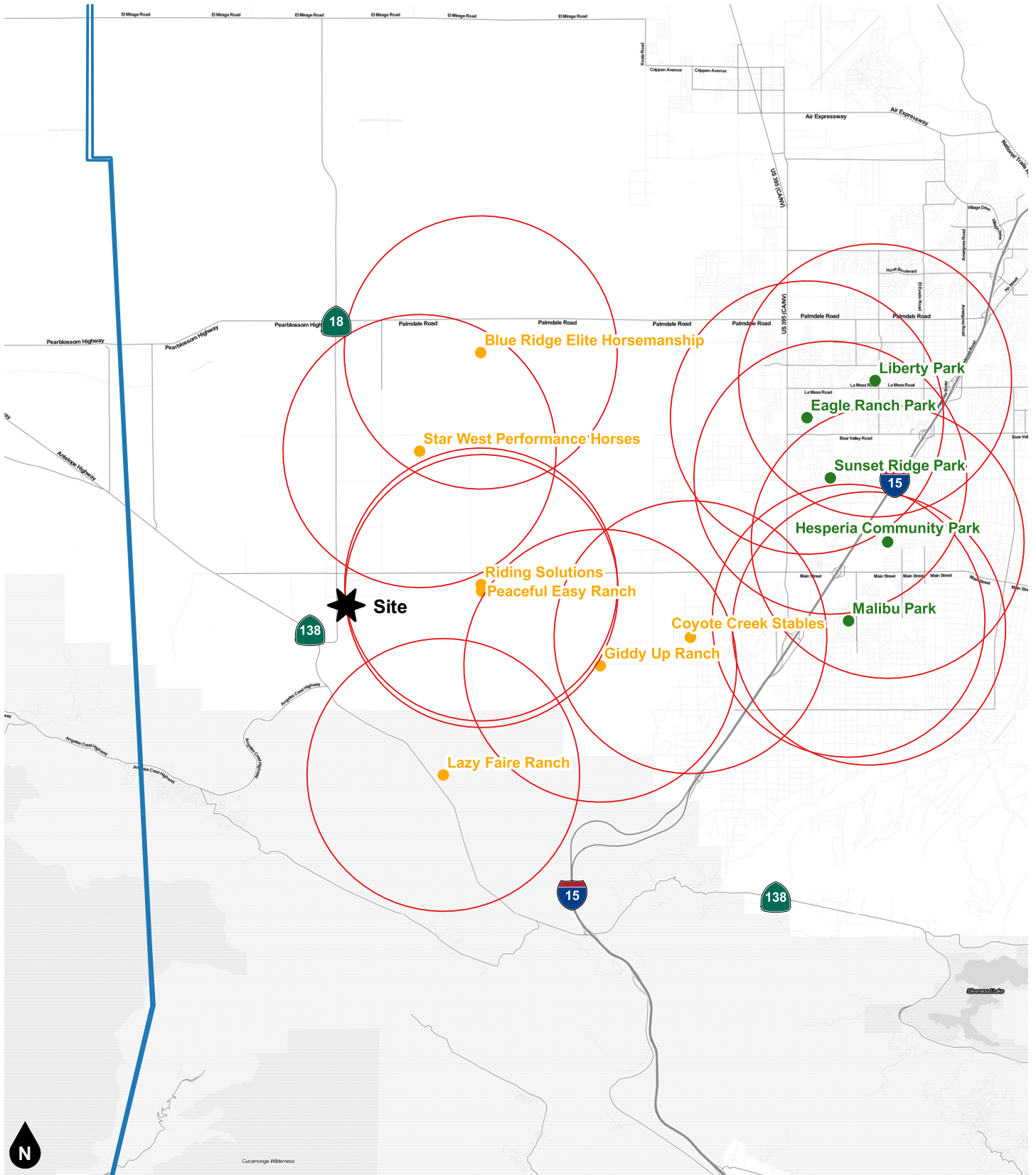
**Table 1  
Project Trip Generation**

Trip Generation Rates									
Land Use	Source <sup>1</sup>	Land Use Variable <sup>2</sup>	AM Peak Hour			PM Peak Hour			Daily Rate
			% In	% Out	Rate	% In	% Out	Rate	
Public Park	ITE 411	AC	59%	41%	0.02	55%	45%	0.11	0.78
Soccer Complex	ITE 488	FLD	61%	39%	0.99	66%	34%	16.43	71.33
Tennis Courts	ITE 490 [a]	CRT	50%	50%	1.52	50%	50%	4.21	30.32
Picnic Table at Park	ITE 411 [b]	PT	50%	50%	0.23	50%	50%	0.47	5.87
Skate Park	TIA [c]	TSF	53%	47%	0.30	46%	54%	1.36	9.10
Water Park	ITE 482 [d]	TSF	70%	30%	0.73	21%	79%	2.56	20.75

Trips Generated										
Land Use	Source	Quantity		AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	
Public Park	ITE 411	14.27	AC	0	0	0	1	1	2	11
Soccer Complex	ITE 488	3	FLD	2	1	3	33	16	49	214
Tennis Courts	ITE 490	1	CRT	1	1	2	2	2	4	30
Picnic Table at Park	ITE 411	30	PT	4	3	7	7	7	14	176
Skate Park	TIA	26.000	TSF	4	4	8	16	19	35	237
Aquatic Center [optional] & Splash Pad	ITE 482	15.730	TSF	8	3	11	8	32	40	326
<b>NET NEW TRIPS GENERATED</b>				<b>+ 19</b>	<b>+ 12</b>	<b>+ 31</b>	<b>+ 67</b>	<b>+ 77</b>	<b>+ 144</b>	<b>+ 994</b>

Notes:

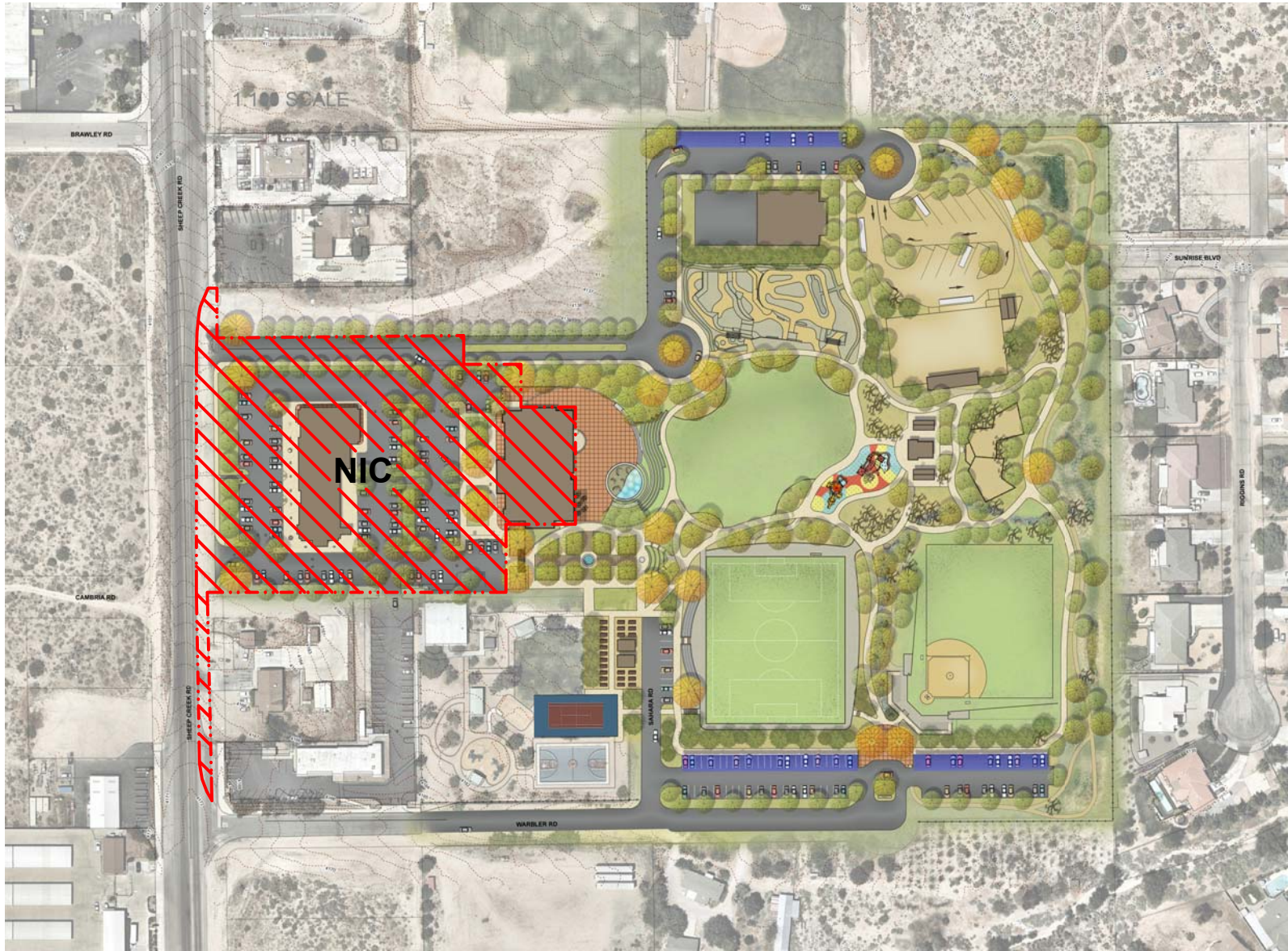
- (1) ITE = Institute of Transportation Engineers *Trip Generation Manual* (11th Edition, 2021); ### = Land Use Code. All rates based on General Urban / Suburban rates, unless otherwise noted.
- [a] = San Diego Association of Governments (SANDAG) *Vehicular Traffic Generation Rates* (April 2002). Where the daily or peak hour rate is not provided by ITE, the SANDAG percentage of peak hour to daily rate is used to calculate the missing data. Where the peak hour distribution is not provided by ITE, the SANDAG peak hour distribution is used. AM/Daily rate 5%.
- [b] = AM and PM peak hourly rate derived from SANDAG *Brief Guide of Vehicular Traffic Generation Rates* AM/Daily percentage (4%) and PM/Daily percentage (8%) using ITE daily total. The park daily total rate per picnic table is from ITE *Trip Generation Manual*, 9th Edition due to absence of picnic table data in the 11th Edition. Saturday midday and Saturday weekend rate derived from trip generation ratio of PM rate per picnic site to PM rate per acre.
- [d] = AM peak hour and Daily rate derived from ITE "Specialized Land Use Data" shown on the land use description page 482 of ITE *Trip Generation Manual* using trip generation PM hourly rate per thousand square feet and trip generation rates based on parking spaces.
- (2) AC = Acre; TSF = Thousand Square Feet; FLD = Sport Field; CRT = Tennis Court; PT = Picnic Table.



- Legend**
- 3 Mile Radius
  - Horse/Riding Locations
  - Parks
  - County Lines

**Figure 1**  
**Public Recreational Location Map**

**ATTACHMENT A**  
**SITE PLAN**



Legend

 Adjacent Project (Not included)

Site Plan