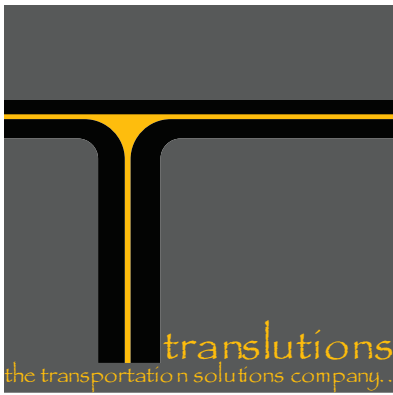


Appendix O VMT Memorandum

Appendices

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memorandum

DATE: June 30, 2023
TO: Alexsundra Captan, LEED GA
FROM: Sandipan Bhattacharjee, PE, TE, AICP, ENV-SP
SUBJECT: Freeway Corridor Specific Plan Update – VMT Analysis

Translutions, Inc. (Translutions) is pleased to provide this memorandum discussing the Vehicle Miles Traveled (VMT) evaluation for the proposed amendment to the Freeway Corridor Specific Plan (FCSP) in the City of Yucaipa. This report is intended to satisfy the requirements for a VMT analysis established by the City as well as the requirements for the disclosure of potential impacts and mitigation measures per the California Environmental Quality Act (CEQA).

PROJECT DESCRIPTION

The Freeway Corridor Specific Plan (FCSP) was approved in 2008 and is currently being updated to include several changes to the land uses. The FCSP update would result in an increase of 25 dwelling units, a reduction of approximately 2.28 million square feet of Regional Commercial (RC), an increase of approximately 2.79 million square feet of Business Park (BP) from the previously approved FCSP. The update is intended to guide development within the 1,242-acre plan area. Table A shows the approved and proposed FCSP statistical summaries of the land uses at buildout of the FCSP. As shown in Table A, the FCSP update includes 2,472 residential dwelling units, approximately 1.1 M square feet of Regional Commercial, and 4M of Business Park uses. The analysis includes a plan-level VMT analysis that compares project generated VMT for the Proposed FCSP to the Approved FCSP. In addition, the project effect on VMT compares the Proposed FCSP to the City's threshold.

The proposed Pacific Oaks Commerce Center (POCC) is included in planning areas BP 2 and BP 3 of the Proposed FCSP. Since the POCC is a component of the overall buildout of the Proposed FCSP, the impacts of the POCC would be the same as that identified for the FCSP. However, for disclosure purposes, a project level VMT analysis has been conducted for the POCC that compares the project generated VMT to the City's threshold.

BACKGROUND AND GUIDANCE

Senate Bill 743 (SB-743), which was codified in Public Resources Code section 21099, was signed by the Governor in 2013 and directed the Governor's Office of Planning and Research (OPR) to identify alternative metrics for evaluating transportation impacts under CEQA. Pursuant to Section 21099, the criteria for determining the significance of transportation impacts must "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." Recently adopted changes to the CEQA Guidelines in response to Section 21099 include a new section (15064.3) that specifies that Vehicle Miles Traveled (VMT) is the most appropriate measure of transportation impacts. A separate Technical Advisory issued by OPR provides additional technical details on calculating VMT and assessing transportation impacts for various types of projects.

The City of Yucaipa has adopted Resolution No. 2020-48 to address changes to CEQA pursuant to SB-743 to include VMT analysis methodology, screening tools, and VMT thresholds.

VMT ASSESSMENT

For projects that require a VMT analysis and do not screen out, the guidelines recommend using VMT/Service Population (SP) for specific plans and land use plans. Based on discussion with the City, the analysis has been conducted using the San Bernadino Transportation Analysis Model (SBTAM).

Table A - Approved FCSP (as of 2008) vs Proposed FCSP Buildout Statistical Summary

Land Use	Acres	Dwelling Units	Population	Non-Residential SF	Employees
Approved FCSP (as of 2008)					
Single Family Residential	427.7	2,447	6,754	NA	NA
Regional Commercial	172	NA	NA	3,379,737	2430
Business Park	25.7	NA	NA	1,206,042	571
Public Facilities	44.8	NA	NA	NA	NA
Open Space	594	NA	NA	NA	NA
ROW	25.3	NA	NA	NA	NA
Proposed FCSP^{1,2,3,4}					
Residential	239.1	2,472	6,823	NA	NA
Regional Commercial (RC) ³	72.2	NA	NA	1,100,761	791
Business Park (BP) ⁴	223.1	NA	NA	3,992,503	1,891
Public Facilities (PUB) ⁴	54.8	NA	NA	NA	NA
Agricultural Tourism	48.8	NA	NA	NA	NA
Open Space (OS)	553	NA	NA	NA	NA
ROW	50.9	NA	NA	NA	NA

Notes: Totals may not add to 100 percent due to rounding. SF = square feet; ROW = right-of-way.

¹ Based on 2.76 people per unit (DOF 2022).

² Acres to square feet based on the maximum FAR allowed in the proposed FCSP of 0.35 for RC. Planning areas BP 2, BP 3, and 19.32 acres of BP 6 are based on the project-level data for the Pacific Oak Commerce Center project (2,054,000 square feet) and the County Line Warehouse project (363,423 square feet). The remaining acreage for planning area BP 6 (9.68 acres) and planning areas BP 1 and BP 4 is based on a maximum FAR of 0.5. It should be noted that planning area BP 4 is the Caltrans truck stop and would remain a truck stop at buildout; however, square footage associated with this acreage is accounted for to provide a conservative estimate of the potential BP land uses at buildout.

³ Based on 1,392 square feet per employee for RC uses and 2,111 square feet per employee for BP uses (SCAG 2001).

⁴ WRWRF and the Live Oak Canyon Farm have associated employment, but there are no changes to these land uses between existing conditions, the Approved Project, and/or Proposed Project scenarios. The Live Oak Canyon Pumpkin Patch is seasonal and employment fluctuates, with peak employment during the fall.

The analysis includes a plan-level VMT analysis that compares project generated VMT for the Proposed FCSP to the Approved FCSP. In addition, the project effect on VMT compares the Proposed FCSP to the City's threshold. The following scenarios are included in the analysis:

- Base Year Plus Proposed FCSP.
- Base Year Plus Approved FCSP.
- Future Year with Proposed FCSP (without Wildwood Canyon Road Interchange).
- Future Year with Proposed FCSP (with Wildwood Canyon Road Interchange).
- Future Year with Approved FCSP (without Wildwood Canyon Road Interchange).
- Future Year with Approved FCSP (with Wildwood Canyon Road Interchange).

A project level VMT analysis has been conducted for the POCC that compares the project generated VMT to the City's threshold. For the project-level VMT analysis for the POCC, the following scenarios are included in the analysis:

- Base Year Plus Proposed POCC.
- Future Year With Proposed POCC.

Base year is based on SBTAM year 2016, which is the base year for SB 743 analyses. The Future Year is model year 2040, because this is the horizon year for the SBTAM model.

CEQA VMT Impact Thresholds

The City guidelines have established thresholds of significance for project generated VMT and the project's effect on VMT for use as part of the environmental review process under CEQA. The following would result in a significant project generated VMT:

Project Generated VMT Threshold:

A project would have a significant VMT impact if either of the following conditions:

1. The baseline project-generated VMT per service population exceeds the County of San Bernardino baseline VMT per service population, or
2. The cumulative project-generated VMT per service population exceeds the County of San Bernardino baseline VMT per service population.

Project Effect on VMT Threshold:

The project's effect on VMT compares how the project changes VMT on the network looking at Citywide VMT and comparing it to the no project condition. The project's effect on VMT would be considered significant if:

1. The cumulative link-level boundary VMT per service population within the City of Yucaipa increases under the plus project condition compared to the no project condition.

Based on data extracted from the model, the City's VMT thresholds are the following:

- **Base Year Model: 28.9 VMT/SP**
- **Future Year Model: 30.1 VMT/SP**

Analysis Methodology. The VMT was calculated from the SBTAM. The base year SBTAM was modified to include the Project socio-economic data¹ (SED). The Project is located in traffic analysis zones (TAZ, Sequence Number) 53845601, 53850301, and 5384560890. The project was coded into borrowed TAZs 53852401, 53852402, 53852403, 53852404, 53854102, and 53854104 for the various land uses of the project. Project land uses were converted to socio-economic data by using factors from the SCAG Employment Density Study for employment uses and City of Yucaipa data from the SBTAM for residential uses. The base and future

¹ Socio-economic data are model inputs that include population, number of households, and types of employment that are used in the trip generation component.

year “plus project” conditions VMT was derived from full model runs performed to isolate the VMT for the Project. The Project generated VMT was extracted from the SBTAM using the Origin-Destination (OD) trip matrices. The following scenarios were analyzed:

PROJECT GENERATED VMT ANALYSIS – PROPOSED FCSP AND APPROVED FCSP

Baseline Year Plus Proposed FCSP Conditions. As stated earlier, the VMT analysis was conducted using the SBTAM. Table B shows the outputs for the Base Year Plus Proposed FCSP extracted from the model.

Table B: Base Year - Project Generated VMT

2016	Proposed FCSP	Approved FCSP	City's Threshold
Households	2,472	2,448	630,327
Population	6,823	6,754	2,140,539
Employment	2,682	3,000	790,400
Service Population	9,505	9,754	2,930,939
Homebased (HB) VMT			
Homebased (HB) VMT	145,971	104,411	33,769,205
Homebased Work (HBW) VMT	46,789	44,725	13,562,903
PA VMT	273,044	296,261	77,318,944
Auto OD VMT	296,251	330,509	84,840,769
Total OD VMT	325,792	361,434	89,650,705
HB VMT per capita			
HB VMT per capita	21.4	15.5	15.8
HBW VMT per employee			
HBW VMT per employee	17.4	14.9	17.2
PA VMT per service population			
PA VMT per service population	28.7	30.4	26.4
Auto OD VMT per service population			
Auto OD VMT per service population	31.2	33.9	28.9

As seen in Table B, the Base Year VMT/SP for the Proposed FCSP is 31.2 whereas the City's threshold is 28.9 VMT/SP.

Baseline Year Plus Approved FCSP Conditions. As stated earlier, the VMT analysis was conducted using the SBTAM. Table B shows the outputs for the Base Year Plus Approved FCSP extracted from the model.

As seen on Table B, the Base Year VMT/SP for the Approved FCSP is 33.9 whereas the City's threshold is 28.9 VMT/SP.

Baseline Year Impact Determination. A comparison of the Approved FCSP vs. the Proposed FCSP shows that the Approved FCSP VMT/SP is 33.9, which is higher than the Proposed FCSP of 31.2 VMT/SP. Since the Proposed FCSP is less than the Approved Project, the Proposed FCSP does not have a significant VMT impact.

Future Year Plus Proposed FCSP (with Wildwood Canyon Road Interchange) Conditions. As stated earlier, the VMT analysis was conducted using the SBTAM. Table C shows the outputs for the Future Year Plus Proposed FCSP (with Wildwood Canyon Road Interchange) extracted from the model.

Table C: Future Year (with Wildwood Canyon Road Interchange) - Project Generated VMT

Future Year (With Interchange)	Proposed FCSP	Approved FCSP	City's Threshold
Households	2,472	2,448	854,777
Population	6,823	6,754	2,721,775
Employment	2,682	3,000	1,027,872
Service Population	9,505	9,754	3,749,647
Homebased (HB) VMT			
Homebased (HB) VMT	139,028	110,415	46,133,114
Homebased Work (HBW) VMT	40,140	38,460	17,113,294
PA VMT	261,320	312,981	103,271,633
Auto OD VMT	304,527	372,239	112,779,783
Total OD VMT	348,078	407,882	120,214,345
HB VMT per capita			
HB VMT per capita	20.4	16.3	16.9
HBW VMT per employee			
HBW VMT per employee	15.0	12.8	16.6
PA VMT per service population			
PA VMT per service population	27.5	32.1	27.5

Table C: Future Year (with Wildwood Canyon Road Interchange) - Project Generated VMT

Auto OD VMT per service population	32.0	38.2	30.1
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As seen on Table C, the Future Year VMT/SP for the Proposed FCSP (with Wildwood Canyon Road Interchange) is 32.0 whereas the City's threshold is 30.1 VMT/SP.

Future Year Plus Approved FCSP (with Wildwood Canyon Road Interchange) Conditions. As stated earlier, the VMT analysis was conducted using the SBTAM. Table C shows the outputs for the Future Year Plus Approved FCSP (with Wildwood Canyon Road Interchange) extracted from the model.

As seen on Table C, the Future Year VMT/SP for the Approved FCSP (with Wildwood Canyon Road Interchange) is 38.2 whereas the City's threshold is 30.1 VMT/SP.

Future Year (with Wildwood Canyon Road Interchange) Impact Determination. A comparison of the Approved FCSP vs. the Proposed FCSP shows that the Approved FCSP VMT/SP is 38.2, which is higher than the Proposed FCSP of 32.0 VMT/SP. Since the Proposed FCSP is less than the Approved Project, the Proposed FCSP does not have a significant VMT impact.

Future Year Plus Proposed FCSP (without Wildwood Canyon Road Interchange) Conditions. As stated earlier, the VMT analysis was conducted using the SBTAM. Table D shows the outputs for the Future Year Plus Proposed FCSP (without Wildwood Canyon Road Interchange) extracted from the model.

Table D: Future Year (without Wildwood Canyon Road Interchange) - Project Generated VMT

Future Year (Without Interchange)	Proposed FCSP	Approved FCSP	City's Threshold
Households	2,472	2,448	854,777
Population	6,823	6,754	2,721,775
Employment	2,682	3,000	1,027,872
Service Population	9,505	9,754	3,749,647
Homebased (HB) VMT			
Homebased (HB) VMT	141,278	109,416	46,133,114
Homebased Work (HBW) VMT	41,081	39,792	17,113,294
PA VMT	265,094	317,621	103,271,633
Auto OD VMT	307,972	375,758	112,779,783
Total OD VMT	352,380	412,815	120,214,345
HB VMT per capita			
HB VMT per capita	20.7	16.2	16.9
HBW VMT per employee			
HBW VMT per employee	15.3	13.3	16.6
PA VMT per service population			
PA VMT per service population	27.9	32.6	27.5
Auto OD VMT per service population			
Auto OD VMT per service population	32.4	38.5	30.1

As seen on Table D, the Future Year VMT/SP for the Proposed FCSP (without Wildwood Canyon Road Interchange) is 32.4 whereas the City's threshold is 30.1 VMT/SP.

Future Year Plus Approved FCSP (without Wildwood Canyon Road Interchange) Conditions. As stated earlier, the VMT analysis was conducted using the SBTAM. Table D shows the outputs for the Future Year Plus Approved FCSP (without Wildwood Canyon Road Interchange) extracted from the model.

As seen on Table D, the Future Year VMT/SP for the Approved FCSP (without Wildwood Canyon Road Interchange) is 38.5 whereas the City's threshold is 30.1 VMT/SP.

Future Year (without Wildwood Canyon Road Interchange) Impact Determination. A comparison of the Approved FCSP vs. the Proposed FCSP shows that the Approved FCSP VMT/SP is 38.5, which is higher than the Proposed FCSP of 32.4 VMT/SP. Since the Proposed FCSP is less than the Approved Project, the Proposed FCSP does not have a significant VMT impact.

PROJECT EFFECT ON VMT – PROPOSED FCSP AND APPROVED FCSP

Baseline Year Plus Proposed FCSP Conditions. As stated earlier, the project effect on VMT compares how the project changes VMT on the network looking at Citywide VMT and comparing it to the no project condition. Table E shows the calculation details for the Project effect on VMT extracted from the model for Baseline Year Plus Proposed and Approved FCSP conditions.

Table E: Base Year - Project Effect on VMT

2016	With Proposed FCSP	With Approved FCSP	City's Threshold
Roadway VMT	849,204	749,569	813,076
Service Population	72,928	73,177	63,423
VMT per service population	11.6	10.2	12.8

As seen in Table E, the Base Year project effect on VMT for the Proposed FCSP is 11.6 VMT/SP whereas the Citywide is 12.8 VMT/SP. The project effect on VMT does not increase when compared to the Citywide condition, therefore, the Proposed FCSP does not have a significant VMT impact.

Baseline Year Plus Approved FCSP Conditions. As stated earlier, the project effect on VMT compares how the project changes VMT on the network looking at Citywide VMT and comparing it to the no project condition. Table E shows the calculation details for the Project effect on VMT extracted from the model for Baseline Year Plus Approved FCSP conditions.

As seen in Table E, the Base Year project effect on VMT for the Approved FCSP is 10.2 VMT/SP whereas the Citywide is 12.8 VMT/SP. The project effect on VMT does not increase when compared to the Citywide condition, therefore, the Approved FCSP does not have a significant VMT impact.

Future Year Plus Proposed FCSP (with Wildwood Canyon Road Interchange) Conditions. As stated earlier, the project effect on VMT compares how the project changes VMT on the network looking at Citywide VMT and comparing it to the no project condition. Table F shows the calculation details for the Project effect on VMT extracted from the model for Future Year Plus Proposed FCSP (with Wildwood Canyon Road Interchange) conditions.

Table F: Future Year (with Wildwood Canyon Road Interchange) - Project Effect on VMT

Future Year (With Interchange)	With Proposed FCSP	With Approved FCSP	City's Threshold
Roadway VMT	1,218,533	1,133,418	1,218,799
Service Population	93,101	93,350	83,596
VMT per service population	13.1	12.1	14.6

As seen on Table F, the Future Year project effect on VMT for the Proposed FCSP is 13.1 VMT/SP whereas the Citywide is 14.6 VMT/SP. The project effect on VMT does not increase when compared to the Citywide condition, therefore, the Proposed FCSP (with Wildwood Canyon Road Interchange) does not have a significant VMT impact.

Future Year Plus Approved FCSP (with Wildwood Canyon Road Interchange) Conditions. As stated earlier, the project effect on VMT compares how the project changes VMT on the network looking at Citywide VMT and comparing it to the no project condition. Table F shows the calculation details for the Project effect on VMT extracted from the model for Future Year Plus Approved FCSP (with Wildwood Canyon Road Interchange) conditions.

As seen on Table F, the Future Year project effect on VMT for the Approved FCSP (with Wildwood Canyon Road Interchange) is 12.1 VMT/SP whereas the Citywide is 14.6 VMT/SP. The project effect on VMT does not increase when compared to the no Citywide condition, therefore, the Approved FCSP (with Wildwood Canyon Road Interchange) does not have a significant VMT impact.

Future Year Plus Proposed FCSP (without Wildwood Canyon Road Interchange) Conditions. As stated earlier, the project effect on VMT compares how the project changes VMT on the network looking at Citywide VMT and comparing it to the no project condition. Table G shows the calculation details for the Project effect on VMT extracted from the model for Future Year Plus Proposed FCSP (without Wildwood Canyon Road Interchange) conditions.

Table G: Future Year (without Wildwood Canyon Road Interchange) - Project Effect on VMT

Future Year (Without Interchange)	With Proposed FCSP	With Approved FCSP	City's Threshold
Roadway VMT	1,226,122	1,126,347	1,218,799
Service Population	93,101	93,350	83,596
VMT per service population	13.2	12.1	14.6

As seen on Table G, the Future Year project effect on VMT for the Proposed FCSP (without Wildwood Canyon Road Interchange) is 13.2 VMT/SP whereas the Citywide is 14.6 VMT/SP. The project effect on VMT does not increase when compared to the Citywide condition, therefore, the Proposed FCSP (without Wildwood Canyon Road Interchange) does not have a significant VMT impact.

Future Year Plus Approved FCSP (without Wildwood Canyon Road Interchange) Conditions. As stated earlier, the project effect on VMT compares how the project changes VMT on the network looking at Citywide VMT and comparing it to the Citywide condition. Table G shows the calculation details for the Project effect on VMT extracted from the model for Future Year Plus Approved FCSP (without Wildwood Canyon Road Interchange) conditions.

As seen on Table G, the Future Year project effect on VMT for the Approved FCSP (with Wildwood Canyon Road Interchange) is 12.1 VMT/SP whereas the Citywide is 14.6 VMT/SP. The project effect on VMT does not increase when compared to the Citywide condition, therefore, the Approved FCSP (without Wildwood Canyon Road Interchange) does not have a significant VMT impact.

PROJECT GENERATED VMT ANALYSIS – PROPOSED POCC

Baseline Year Plus Proposed POCC Conditions. As stated earlier, a project-level VMT analysis for the POCC was conducted and compared to the City's threshold. Table H shows the outputs for the Base Year Plus Proposed POCC extracted from the model.

As seen on Table H, the Base Year VMT/SP for the Proposed POCC is 25.9 whereas the City's threshold is 28.9 VMT/SP.

Table H: Base Year - Project Generated VMT

2016	Proposed POCC	City's Threshold
Households	-	630,327
Population	-	2,140,539
Employment	1,115	790,400
Service Population	1,115	2,930,939
Homebased (HB) VMT	-	33,769,205
Homebased Work (HBW) VMT	20,669	13,562,903
PA VMT	26,526	77,318,944
Auto OD VMT	28,872	84,840,769
Total OD VMT	40,418	89,650,705
HB VMT per capita	n/a	15.8
HBW VMT per employee	18.5	17.2
PA VMT per service population	23.8	26.4
Auto OD VMT per service population	25.9	28.9

Baseline Year Impact Determination. A comparison of the Proposed POCC to the City’s threshold shows that the City’s threshold is 28.9 VMT/SP, which is higher than the Proposed POCC of 25.9 VMT/SP. Since the Proposed POCC is less than the City’s threshold, the Proposed POCC does not have a significant VMT impact.

Future Year Plus Proposed POCC (with Wildwood Canyon Road Interchange) Conditions. As stated earlier, the VMT analysis was conducted using the SBTAM. Table I shows the outputs for the Future Year Plus Proposed POCC (with Wildwood Canyon Road Interchange) extracted from the model.

Table I: Future Year (with Wildwood Canyon Road Interchange) - Project Generated VMT

Future Year (With Interchange)	Proposed POCC	City's Threshold
Households	-	854,777
Population	-	2,721,775
Employment	1,115	1,027,872
Service Population	1,115	3,749,647
Homebased (HB) VMT		
Homebased (HB) VMT	-	46,133,114
Homebased Work (HBW) VMT	17,494	17,113,294
PA VMT	23,467	103,271,633
Auto OD VMT	26,939	112,779,783
Total OD VMT	47,950	120,214,345
HB VMT per capita		
HB VMT per capita	n/a	16.9
HBW VMT per employee		
HBW VMT per employee	15.7	16.6
PA VMT per service population		
PA VMT per service population	21.0	27.5
Auto OD VMT per service population		
Auto OD VMT per service population	24.2	30.1

As seen on Table I, the Future Year VMT/SP for the Proposed POCC (with Wildwood Canyon Road Interchange) is 24.2 whereas the City’s threshold is 30.1 VMT/SP.

Future Year (with Wildwood Canyon Road Interchange) Impact Determination. A comparison of the Proposed to the City’s threshold shows that the City’s threshold is 30.1 VMT/SP, which is higher than the Proposed POCC of 24.2 VMT/SP. Since the Proposed POCC is less than the City’s threshold, the Proposed POCC does not have a significant VMT impact.

Future Year Plus Proposed POCC (without Wildwood Canyon Road Interchange) Conditions. As stated earlier, the VMT analysis was conducted using the SBTAM. Table J shows the outputs for the Future Year Plus Proposed POCC (without Wildwood Canyon Road Interchange) extracted from the model.

Table J: Future Year (without Wildwood Canyon Road Interchange) - Project Generated VMT

2040 (Without Interchange)	Proposed POCC	City's Threshold
Households	-	854,777
Population	-	2,721,775
Employment	1,115	1,027,872
Service Population	1,115	3,749,647
Homebased (HB) VMT		
Homebased (HB) VMT	-	46,133,114
Homebased Work (HBW) VMT	18,158	17,113,294
PA VMT	24,367	103,271,633
Auto OD VMT	27,805	112,779,783
Total OD VMT	49,328	120,214,345
HB VMT per capita		
HB VMT per capita	n/a	16.9
HBW VMT per employee		
HBW VMT per employee	16.3	16.6
PA VMT per service population		
PA VMT per service population	21.9	27.5
Auto OD VMT per service population		
Auto OD VMT per service population	24.9	30.1

As seen on Table J, the Year 2040 VMT/SP for the Proposed POCC (without Wildwood Canyon Road Interchange) is 24.9 whereas the City's threshold is 30.1 VMT/SP.

Year 2040 (without Wildwood Canyon Road Interchange) Impact Determination. A comparison of the Proposed to the City's threshold shows that the City's threshold is 30.1 VMT/SP, which is higher than the Proposed POCC of 24.9 VMT/SP. Since the Proposed POCC is less than the City's threshold, the Proposed POCC does not have a significant VMT impact.

CONCLUSION

PROJECT GENERATED VMT ANALYSIS

Baseline Year Impact Determination. A comparison of the Approved FCSP vs. the Proposed FCSP shows that the Approved FCSP VMT/SP is 33.9, which is higher than the Proposed FCSP of 31.2 VMT/SP. Since the Proposed FCSP is less than the Approved Project, the Proposed FCSP does not have a significant VMT impact.

Year 2040 (with Wildwood Canyon Road Interchange) Impact Determination. A comparison of the Approved FCSP vs. the Proposed FCSP shows that the Approved FCSP VMT/SP is 38.2, which is higher than the Proposed FCSP of 32.0 VMT/SP. Since the Proposed FCSP is less than the Approved Project, the Proposed FCSP does not have a significant VMT impact.

Year 2040 (without Wildwood Canyon Road Interchange) Impact Determination. A comparison of the Approved FCSP vs. the Proposed FCSP shows that the Approved FCSP VMT/SP is 38.5, which is higher than the Proposed FCSP of 32.4 VMT/SP. Since the Proposed FCSP is less than the Approved Project, the Proposed FCSP does not have a significant VMT impact.

PROJECT EFFECT ON VMT

Baseline Year Plus Proposed FCSP Conditions. The Base Year project effect on VMT for the Proposed FCSP is 11.6 VMT/SP whereas the Citywide is 12.8 VMT/SP. The project effect on VMT does not increase when compared to the Citywide condition, therefore, the Proposed FCSP does not have a significant VMT impact.

Baseline Year Plus Approved FCSP Conditions. The Base Year project effect on VMT for the Approved FCSP is 10.2 VMT/SP whereas the Citywide is 12.8 VMT/SP. The project effect on VMT does not increase when compared to the Citywide condition, therefore, the Approved FCSP does not have a significant VMT impact.

Year 2040 Plus Proposed FCSP (with Wildwood Canyon Road Interchange) Conditions. The Year 2040 project effect on VMT for the Proposed FCSP is 13.1 VMT/SP whereas the Citywide is 14.6 VMT/SP. As a result, when compared to the Approved Project, the Proposed Project would result in an increase in VMT/SP under this scenario. However, the project effect on VMT does not increase when compared to the Citywide condition, therefore, the Proposed FCSP (with Wildwood Canyon Road Interchange) does not have a significant VMT impact.

Year 2040 Plus Approved FCSP (with Wildwood Canyon Road Interchange) Conditions. The Year 2040 project effect on VMT for the Approved FCSP (with Wildwood Canyon Road Interchange) is 12.1 VMT/SP whereas the Citywide is 14.6 VMT/SP. The project effect on VMT does not increase when compared to the Citywide condition, therefore, the Approved FCSP (with Wildwood Canyon Road Interchange) does not have a significant VMT impact.

Year 2040 Plus Proposed FCSP (without Wildwood Canyon Road Interchange) Conditions. The Year 2040 project effect on VMT for the Proposed FCSP (without Wildwood Canyon Road Interchange) is 13.2 VMT/SP whereas the Citywide is 14.6 VMT/SP. The project effect on VMT does not increase when compared to the Citywide condition, therefore, the Proposed FCSP (without Wildwood Canyon Road Interchange) does not have a significant VMT impact.

Year 2040 Plus Approved FCSP (without Wildwood Canyon Road Interchange) Conditions. The Year 2040 project effect on VMT for the Approved FCSP (with Wildwood Canyon Road Interchange) is 12.1 VMT/SP whereas the Citywide is 14.6 VMT/SP. The project effect on VMT does not increase when compared to the Citywide condition, therefore, the Approved FCSP (without Wildwood Canyon Road Interchange) does not have a significant VMT impact.

PROJECT GENERATED VMT ANALYSIS – PROPOSED POCC AND APPROVED POCC

Baseline Year Impact Determination. A comparison of the Proposed POCC to the City's threshold shows that the City's threshold is 28.9 VMT/SP, which is higher than the Proposed POCC of 25.9 VMT/SP. Since the Proposed POCC is less than the City's threshold, the Proposed POCC does not have a significant VMT impact.

Year 2040 (with Wildwood Canyon Road Interchange) Impact Determination. A comparison of the Proposed to the City's threshold shows that the City's threshold is 30.1 VMT/SP, which is higher than the Proposed POCC of 24.2 VMT/SP. Since the Proposed POCC is less than the City's threshold, the Proposed POCC does not have a significant VMT impact.

Year 2040 (without Wildwood Canyon Road Interchange) Impact Determination. A comparison of the Proposed to the City's threshold shows that the City's threshold is 30.1 VMT/SP, which is higher than the Proposed POCC of 24.9 VMT/SP. Since the Proposed POCC is less than the City's threshold, the Proposed POCC does not have a significant VMT impact.