To:	County of San Bernardino
From:	Maryam Javanmardi, Simon Lin, EPD Solutions, Inc.
Date:	2/18/2026
Site:	Nerio Farms Chino, CA
Subject:	Vehicle Mile Traveled (VMT) Screening Analysis Nerio Farms Chino – EPD Project No. 25-093

This technical memorandum evaluates the proposed Nerio Farms Project ("Project") located southeast of the intersection of Pipeline Avenue and Phillips Boulevard at 4257 Phillips Boulevard, Chino, CA 91710, within San Bernardino County. The purpose of this memorandum is to determine whether a vehicle miles traveled (VMT) analysis would be required for the Project, in accordance with the *San Bernardino County Transportation Authority (SBCTA) Recommended Traffic Impact Analysis Guidelines for Vehicle Mile Traveled and Level of Service Assessment* (February 2020) (County Guidelines).

Project Description

The Nerio Farms Project ("Project") proposes the development of a residential subdivision consisting of 90 single-family residential unite on approximately 24.16 gross acres (APNs 1013-161-01, 1013-111-01, and 1013-111-02). The Project results in a density of 3.8 dwelling units per acre. The Project includes the following discretionary actions:

- General Plan Amendment (GPA): Change land use designation from Very Low Density Residential (VLDR) to Special Development (SD) – Planned Development. Under the current VLDR designation, the site allows for 0-2 dwelling units per acre. The proposed SD – Planned Development designation would allow a density of up to 4 dwelling units per acre without a Specific Plan.
- Zone Change: Change zoning designation from RS-1 (Single Residential – One Acre Minimum) to RS (Single Residential).
- Subdivision (TTM): Creation of 90 residential lots.

The conceptual site plan for the proposed Project is shown in Figure 1, *Conceptual Site Plan*.

Project Trip Generation

A trip generation analysis was prepared to determine the trip generation of the proposed Project. The analysis is based on trip rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 12th Edition*, using Land Use Code 210 (Single-Family Detached Housing). Table 1 shows the estimated trip generation for the proposed Project. As shown in Table 1, *Project Trip Generation*, the proposed Project is forecasted to generate 818 daily trips, including 63 trips during the AM peak hour and 84 trips during the PM peak hour.

Table 1. Project Trip Generation

				AM Peak Hour			PM Peak Hour		
Land Use		**Units**	**Daily**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Trip Rates									
210 Single-Family Detached Housing[1]		Dwelling Units	9.09	0.19	0.51	0.70	0.58	0.35	0.93
Project Trip Generation									
1 Single-Family Detached Housing[1]	90	Dwelling Units	818	17	46	63	52	32	84
Total Project Trip Generation			**818**	**17**	**46**	**63**	**52**	**32**	**84**

[1]Institute of Transportation Engineers, Trip Generation Manual, 12th Edition, 2025. Land Use Code 210 - Single-Family Detached Housing (Average Rate)

VMT Background

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 California Environmental Quality Act (CEQA) Guidelines to provide an alternative to level of service (LOS) for evaluating transportation impacts, aiming to promote the reduction of greenhouse gas (GHG) emissions, the development of multimodal transportation networks, and a diversity of land uses. In response, Section 15064.3, *Determining the Significance of Transportation Impacts*, was added to the CEQA Guidelines, which states that VMT is the most appropriate measure of transportation impacts and shall apply statewide beginning on July 1, 2020.

VMT Screening Analysis

The County Guidelines provide VMT analysis methodology, impact thresholds, and screening thresholds to determine if projects would require a VMT analysis. The County 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:

- Screening Criterion 1: Locally Serving use.
- Screening Criterion 2: The project generates less than 110 daily passenger vehicle trips.
- Screening Criterion 3: The project is located within a Transit Priority Area (TPA).[1]
- Screening Criterion 4: The project is located in a low VMT generating area.

Screening Criterion 1 – Locally Serving Use:

Projects which serve the local community and have the potential to reduce VMT should not be required to complete a VMT assessment, as noted below:

- K-12 schools
- Local-serving retail less than 50,000 sq. ft.
- Local parks
- Day care centers
- Local serving gas stations

[1] A Transit Priority Area (TPA) is defined as a half-mile radius around an existing major transit stop or an existing stop along a high-quality transit corridor per the definitions below.
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.
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.

- Local serving banks
- Student housing projects
- Local serving community colleges that are consistent with the assumptions noted in the RTP/SCS

The proposed residential Project would not be considered a local-serving use based on the County's guidelines. Therefore, the proposed Project would not meet Screening Criterion 1.

Screening Criterion 2 – Project Size (110 Daily Passenger Vehicle Trips or Fewer): According to the County's Guidelines, projects that would generate 110 or fewer daily passenger vehicle trips are presumed to have a less-than-significant impact on VMT.

As shown in Table 1, the proposed residential Project is expected to generate 818 daily passenger vehicle trips, which is more than the 110-trip threshold. Therefore, the proposed Project would not meet Screening Criterion 2.

Screening Criterion 3 – TPA Screening: Per the County's VMT screening criteria, projects located within a TPA may be presumed to result in a less-than-significant VMT impact.

As shown in Figure 2, *VMT Screening Map*, which is based on the SBCTA VMT Screening Tool, the proposed Project is not located within a TPA. Therefore, the Project does not meet Screening Criterion 3.

Screening Criterion 4 – Low VMT Area Screening:[2] The County's guidelines include a screening threshold for projects located in a low VMT generating area. A low VMT generating area is defined as a Traffic Analysis Zone (TAZ) with a total daily VMT per resident below the County baseline. The proposed Project site was evaluated using the SBCTA VMT Screening Tool.

The Project includes a General Plan Amendment, typically low VMT area screening 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. However, the GPA proposed by the Project changes the land use designation of the Project from residential to residential and would be expected to have similar length of vehicle trips as the existing residential units within the Project TAZ. Therefore, the VMT per resident results from the SBCTA VMT Screening Tool would still be applicable for the Project.

As shown in Figure 2, the Countywide VMT per resident is 18.6, and the VMT per resident for the Project TAZ (TAZ 53607302) is 16.2. Since the VMT per resident in the Project's TAZ is below the County average, the Project would meet Screening Criterion 4.

Summary

Since the Project site is located in a low VMT generating area, the Project would satisfy Screening Criterion 4 (Low VMT Area Screening). Therefore, it would be considered to have a less-than-significant impact on VMT, and further analysis would not be required.

If you have any questions about this analysis, please contact us at (949) 794-1180 or techservices@epdsolutions.com.

[2] *San Bernardino County Transportation Authority (SBCTA) VMT Tools.* https://storymaps.arcgis.com/collections/0bf2baea98264893947b15c02bf7be07?item=3.

Figure 1: Conceptual Site Plan

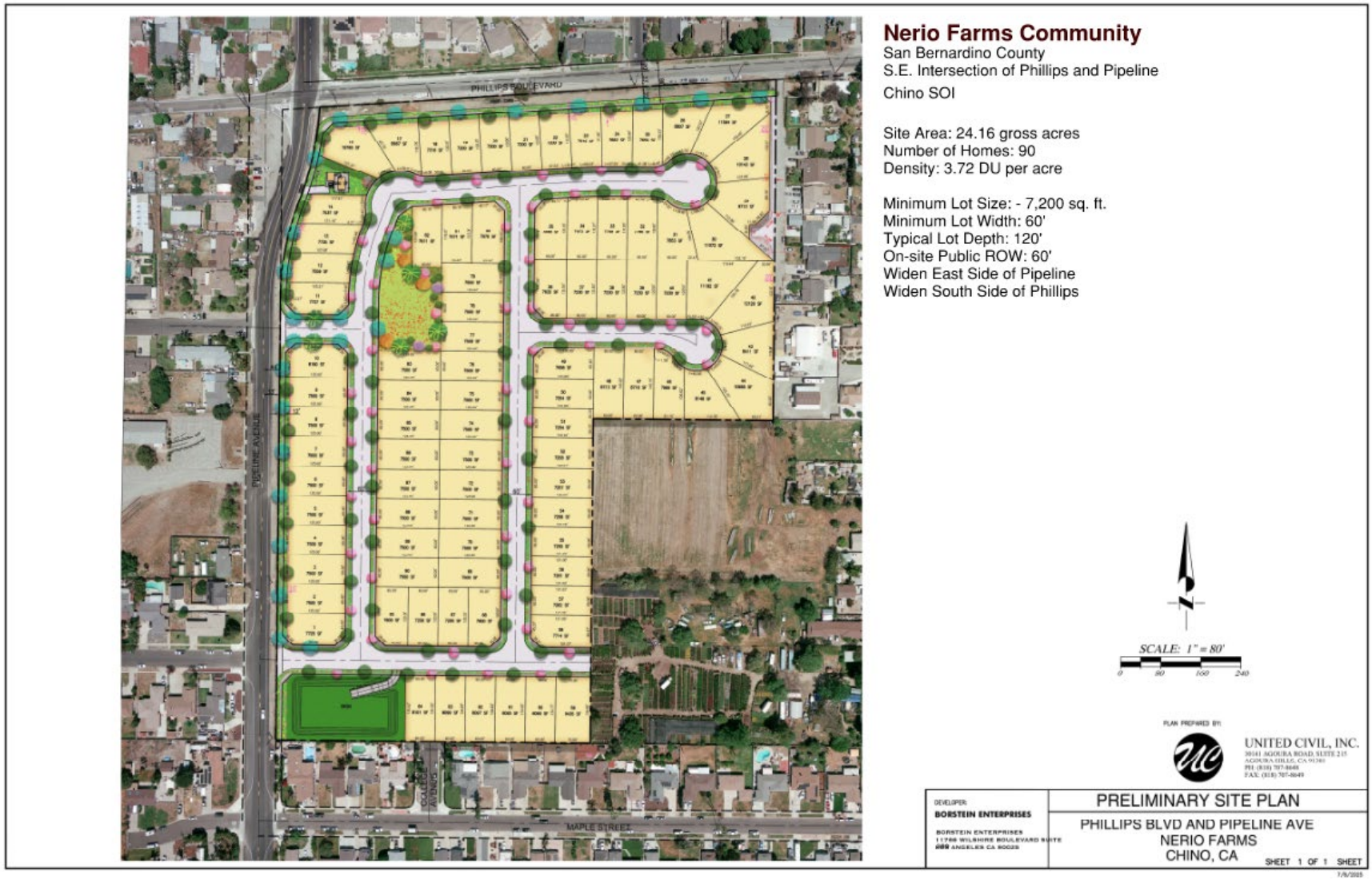


Figure 2: VMT Screening Map

