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Site: Alder Avenue/Slover Avenue Industrial Project
Subject: Trip Generation and Vehicle Miles Traveled (VMT) Screening Analysis

This technical memorandum evaluates the trip generation and need to prepare a traffic impact analysis (TIA) or vehicle miles traveled (VMT) analysis for the Alder Avenue/Slover Avenue Industrial project. The project is located on the southeast corner of Alder Avenue and Slover Avenue in unincorporated San Bernardino County. The project proposes to construct a 259,481 square foot speculative high-cube warehouse with 38 dock doors. Access will be provided via two driveways on Slover Avenue and one driveway on Alder Avenue. The project site is currently occupied by several small industrial businesses and at least two single family homes. The existing land use is not evaluated as part of this analysis. The project site plan is shown in Figure 1.

Project Trip Generation and TIA Screening

The project trip generation was prepared using trip rates for High Cube Transload and Short-Term Storage Warehouse from the Institute of Transportation Engineers (ITE) *Trip Generation*, 11th Edition (2021). The truck percentages were determined using data from the SCAQMD Warehouse Truck Trip Study, July 17, 2017. A Passenger Car Equivalent (PCE) factor was added to the truck trips to account for the larger vehicle size and increased roadway capacity utilized by large trucks. Table 1 presents the trip generation estimate for the proposed project.

As shown in Table 1, the project is forecast to generate 531 daily PCE trips including 30 PCE trips during the AM peak hour and 38 PCE trips during the PM peak hour. The County of San Bernardino Transportation Impact Study Guidelines indicates projects that generate 100 or more trips during any peak hour have the potential to create a traffic impact and would be required to prepare a Traffic Impact Assessment (TIA) using level of service (LOS). Based on the peak hour trip generation of 30 PCE trips during the AM peak hour and 38 PCE trips during the PM peak hour, the project should not be required to prepare a LOS TIA.

VMT Screening Analysis

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 CEQA Guidelines to provide an alternative to LOS for evaluating Transportation impacts. SB743 specified that the new criteria should promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks and a diversity of land uses. The bill also specified that delay-based level of service could no longer be considered an indicator of a significant impact on the environment. In response, Section 15064.3 was added to the CEQA Guidelines beginning January 1, 2019. Section 15064.3 - Determining the Significance of Transportation

Impacts states that Vehicle Miles Traveled (VMT) is the most appropriate measure of transportation impacts and provides lead agencies with the discretion to choose the most appropriate methodology and thresholds for evaluating VMT. Section 15064.3(c) states that the provisions of the section shall apply statewide beginning on July 1, 2020.

The San Bernardino County Transportation Impact Study Guidelines (July 19, 2019) provide VMT analysis methodology, impact thresholds and screening thresholds to determine if projects would require a vehicle miles traveled (VMT) analysis. The TIS 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:

- The project serves the local community and thereby has the potential to reduce VMT.
- The project generates less than 110 daily vehicle trips.
- The project is located within a Transit Priority area.
- The project is located in a low VMT generating area.

The project would not be considered a local-serving use, as defined in the guidelines. Per the project trip generation shown in Table 1, the project would generate more than 110 daily trips. The project is also not located in a Transit Priority Area. Therefore, based on bullets 1-3, the project would not screen out of a VMT analysis.

To determine if the project is located in a low VMT generating area, the SBCTA VMT Screening Tool was utilized. The County's guidelines specify that a low-VMT generating area is an area where the VMT/employee is not greater than 4% below the existing VMT per employee for the unincorporated County. Using the VMT Screening Tool, the VMT/employee in the project zone is 16.3 which is 13.64% less than the unincorporated County VMT/employee of 18.9. The results from the screening tool are shown in Figure 2.

Because the project is located in a low VMT generating area, the project is presumed to have a less than significant impact on VMT and would not require further VMT analysis.

If you have any questions about this information, please contact me at (949) 794-1186 or meghan@epdsolutions.com.

Figure 1: Project Site Plan

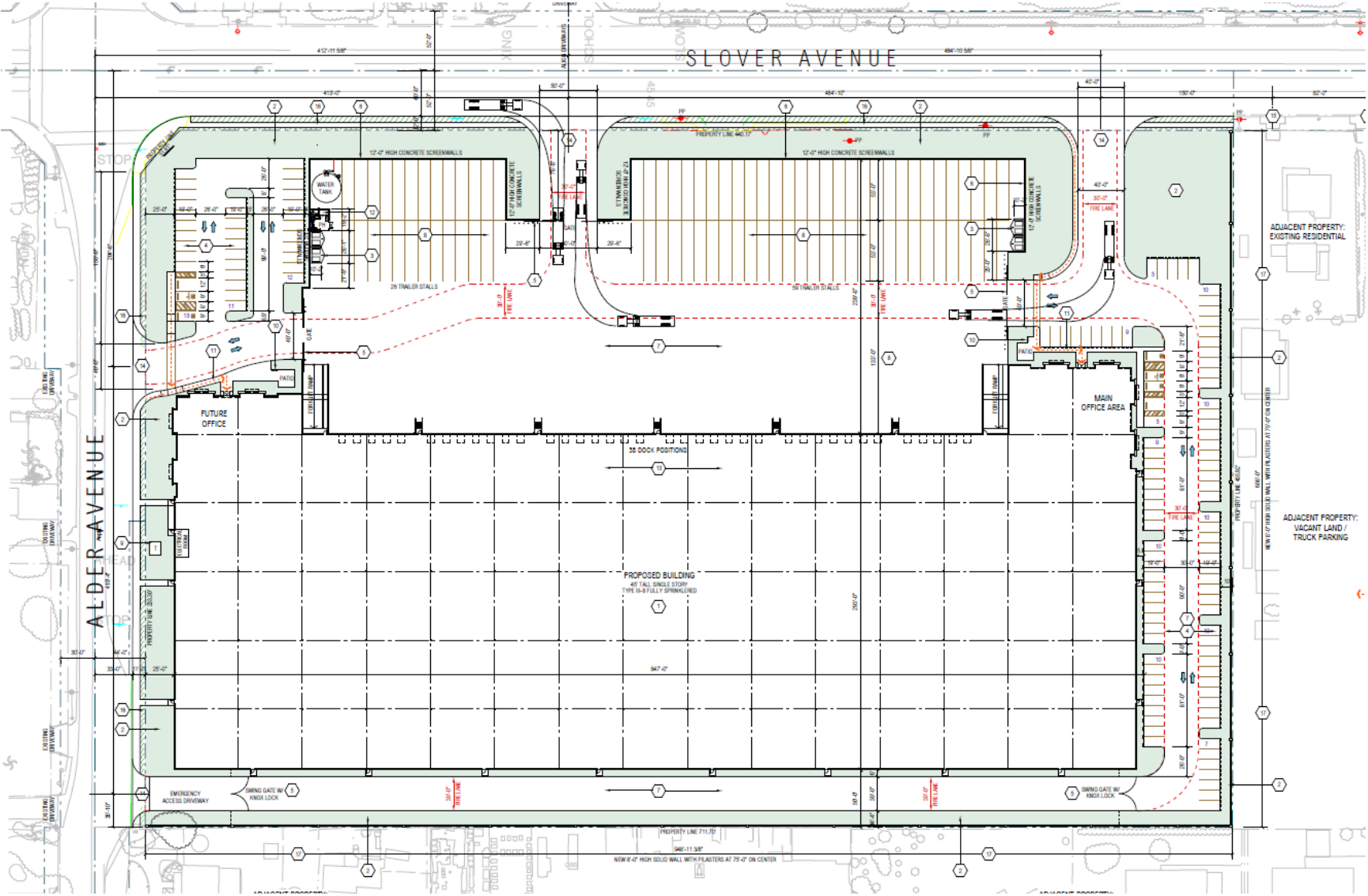


Table 1: Project Trip Generation

Land Use	Units	Daily	AM Peak Hour			PM Peak Hour			
			In	Out	Total	In	Out	Total	
<u>Trip Rates</u>									
High Cube Transload and Short-Term Storage Warehouse ¹	TSF	1.40	0.06	0.02	0.08	0.03	0.07	0.10	
<u>Total Vehicle Trip Generation</u>									
Slover/Alder Warehouse	259.481 TSF	363	16	5	21	7	19	26	
<u>Vehicle Mix²</u>									
	<u>Percent</u>								
Passenger Vehicles	69.00%	251	11	3	14	5	13	18	
2-Axle Trucks	6.80%	25	1	0	1	0	1	2	
3-Axle Trucks	5.50%	20	1	0	1	0	1	1	
4+-Axle Trucks	18.70%	68	3	1	4	1	3	5	
	100%	363	16	5	21	7	19	26	
<u>PCE Trip Generation³</u>									
	<u>PCE Factor</u>								
Passenger Vehicles	1.0	251	11	3	14	5	13	18	
2-Axle Trucks	1.5	37	2	0	2	1	2	3	
3-Axle Trucks	2.0	40	2	1	2	1	2	3	
4+-Axle Trucks	3.0	204	9	3	12	4	10	15	
Total PCE Trip Generation		531	23	7	30	11	27	38	

TSF = Thousand Square Feet

PCE = Passenger Car Equivalent

¹ Trip rates from the Institute of Transportation Engineers, *Trip Generation, 11th Edition, 2021*. Land Use Code 154 - High-Cube Transload and Short-Term Storage Warehouse.

² Vehicle Mix from the *SCAQMD Warehouse Truck Trip Study* . July 17, 2017.

³ Passenger Car Equivalent (PCE) factors from San Bernardino County CMP, Appendix B - Guidelines for CMP Traffic Impact Analysis Reports in San Bernardino County, 2016

Figure 2: Project VMT Screening

