

April 1, 2020

Ms. Nicole Morse
T&B Planning, Inc.
3200 El Camino Real, Suite 100
Irvine, CA 92602

SUBJECT: 5200 SHEILA STREET VEHICLE MILES TRAVELLED (VMT) ASSESSMENT

Dear Ms. Nicole Morse:

The following Vehicle Miles Travelled (VMT) Assessment has been prepared for the 5200 Sheila Street development (referred to as “Project”), which is located in the City of Commerce.

PROJECT DESCRIPTION

The site is currently occupied by an existing office building and cafeteria. The preliminary site plan for the proposed Project is shown on Exhibit 1. The proposed Project is to consist of a single 114,898 square foot warehouse building. For purposes of this assessment, the use for the building is assumed to be 40 percent general light industrial and 60 percent warehousing use. The Project is anticipated to be constructed in one phase by the year 2022.

BACKGROUND

Changes to California Environmental Quality Act (CEQA) Guidelines were adopted in December 2018, which requires all lead agencies to adopt VMT as a replacement for automobile delay-based level of service (LOS) as the new measure for identifying transportation impacts for land use projects. This statewide mandate takes effect July 1, 2020.

PROJECT SCREENING

The Office of Planning and Research (OPR) published an updated Technical Advisory on Evaluating Transportation Impacts in CEQA in December 2018, which provided guidance in evaluating transportation impacts based on VMT. The Technical Advisory provides details on appropriate “screening thresholds” that can be used to identify when a proposed land use project is anticipated to result in a less-than-significant impact without conducting a more detailed analysis. Screening criteria is broken into the following three types:

- Screening Threshold for Small Projects
- Map-Based Screening for Residential and Office Projects
- Projects within a Transit Priority Area

SCREENING THRESHOLD FOR SMALL PROJECTS

Local serving projects that tend to improve the convenience of goods and services to surrounding residential areas as local serving shopping centers (typically less than 50,000 square feet), local serving K-12 schools, day care centers, local serving gas stations, local serving banks, local parks, etc. are all presumed to have a less-than-significant impact.

As noted in OPR's Technical Advisory on Evaluating Transportation Impacts in CEQA... *"absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with a Sustainable Communities Strategy (SCS) or general plan, projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than-significant transportation impact."*¹

PROJECT TRIP GENERATION

A focused traffic assessment was prepared for the Project which includes trip generation information for the existing and proposed land use. As previously noted, the site is currently occupied by an existing office building and cafeteria. As shown on Table 1, the existing use currently generates a total of 346 daily trips.

The proposed Project is anticipated to generate a total of 352 daily trips (see Table 1). The proposed Project is anticipated to result in a nominal increase of 6 trips per day as compared to the existing use.

TABLE 1: PROJECT TRIP GENERATION SUMMARY

Project ¹	Quantity	Units ²	Daily
General Light Industrial (45,959 SF) and Warehouse (68,939 SF)	114.898	TSF	
Existing Use:			346
Proposed Project:			352
Project Net Trips:			6

¹ Source: 5200 Sheila Street Focused Traffic Assessment (Urban Crossroads, Inc., April 1, 2020)

² TSF = Thousand Square Feet

As the proposed Project is anticipated to generate a nominal change (+6 daily trips) in daily trip generation as compared to the existing use, the net change in trip generation of less than 110 daily trips would appear to meet the small projects screening threshold.

¹ Technical Advisory on Evaluating Transportation Impacts in CEQA. Office of Planning and Research (OPR), December 2018.

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CONCLUSION

In summary, the Project's net change in daily trips (+6 daily trips) is fewer than the small project's screening threshold of 110 daily vehicle trips and would therefore be presumed to result in a less-than-significant impact. Since the Project's impact is less-than-significant, no additional VMT analysis is required for the proposed Project.

If you have any questions, please contact me directly at (949) 336-5978.

Respectfully submitted,

URBAN CROSSROADS, INC.

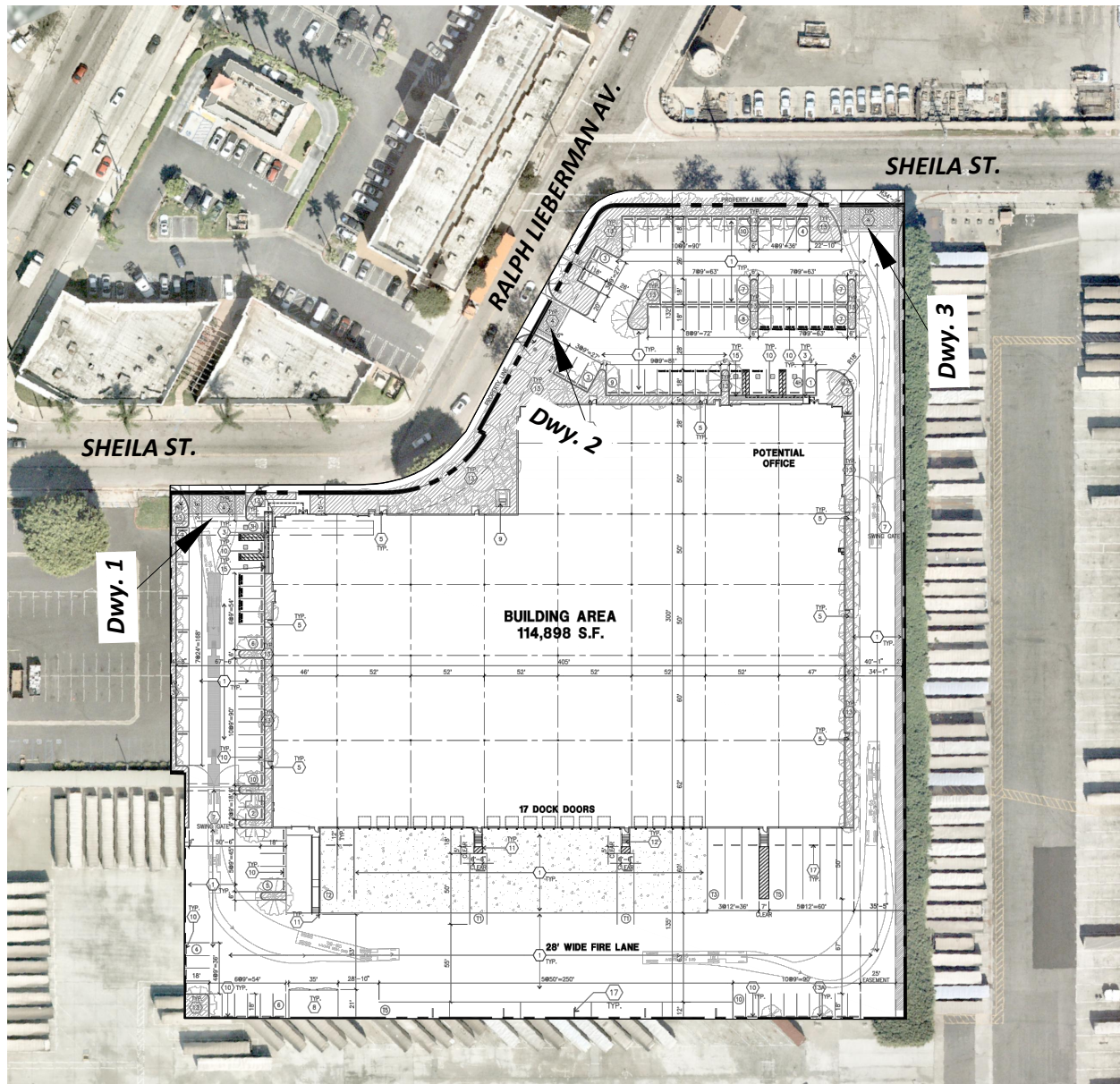


Aric Evatt, PTP
President



Robert Vu, PE
Transportation Engineer

EXHIBIT 1: PRELIMINARY SITE PLAN



EXISTING SITE

