

July 21, 2020

Mr. Grant Ross
Orbis Real Estate Partners
280 Newport Center Dr. Suite 240
Newport Beach, CA 92660

SUBJECT: HELLMAN & KIMBALL 7-ELEVEN VEHICLE MILES TRAVELED (VMT) SCREENING ANALYSIS

Dear Mr. Grant Ross:

The following VMT screening analysis has been prepared for the proposed for Hellman & Kimball 7-Eleven (**Project**) which is located on the northwest corner of Hellman Avenue and Kimball Avenue in the City of Chino.

PROJECT DESCRIPTION

The Project is proposed to consist of a 2,500 square foot (sf) fast food with drive thru and a 5,590 sf 7-Eleven convenience store with gas station.

BACKGROUND

Changes to California Environmental Quality Act (CEQA) Guidelines were adopted in December 2018, which require 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 went into effect July 1, 2020.

It is our understanding that the City of Chino utilizes the San Bernardino County Transportation Authority (SBCTA) VMT Screening Tool (**Screening Tool**). The Screening Tool allows users to input an assessor's parcel number (APN) to determine if a project's location meets one or more of the screening thresholds for land use projects identified in the Governor's Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA (**Technical Advisory**). (1) VMT screening thresholds based on recommendations from the Technical Advisory were recently adopted by the City of Chino City Council on June 16, 2020 (**City Guidelines**).

The focus of this memorandum is to more thoroughly evaluate each of the screening thresholds listed in the City Guidelines to determine if the proposed Project would be expected to cause a less than significant impact to VMT without requiring a more detailed VMT analysis.

PROJECT SCREENING

The City Guidelines describe various "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 thresholds listed in the City Guidelines are broken into the following three types:

- Transit Priority Area (TPA) Screening
- Low VMT Area Screening
- Project Type Screening

TRANSIT PRIORITY AREA (TPA) SCREENING

Consistent with recommendations identified in OPR’s Technical Advisory and the City Guidelines, projects located within a Transit Priority Area (TPA) (i.e., within ½ mile of an existing “major transit stop”¹ or an existing stop along a “high-quality transit corridor”²) may be presumed to have a less than significant impact absent substantial evidence to the contrary. However, the presumption may not be appropriate if a project:

- Has a Floor Area Ratio (FAR) of less than 0.75;
- Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking);
- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization); or
- Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

The Project site is not located within ½ mile of an existing major transit stop or along a high-quality transit corridor.

The TPA screening threshold is not met.

LOW VMT AREA SCREENING

The City Guidelines state that a land use project is “presumed to have a less than significant VMT impact for projects located in low VMT generating model traffic analysis zones (TAZs). These TAZs generate total daily VMT/service population (SP) that is 15% less than the baseline level for the County.” The Screening Tool uses the sub-regional San Bernardino County Transportation Analysis Model (SBTAM) to measure VMT performance for individual traffic analysis zones (TAZ’s) within the City of Chino. The Project’s physical location based on APN is selected in the Screening Tool to determine the VMT generated within the respective TAZ as compared to the jurisdictional average inclusive of the City’s low VMT area threshold (i.e., 15% below County baseline VMT/SP). The Screening Tool results based on low VMT area

¹ 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.”).

² 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.”).

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screening is presented in Attachment A, which indicates that the Project is not located within a low VMT area.

The Low VMT Area screening threshold is not met.

PROJECT TYPE SCREENING

The City Guidelines also identify that certain land use projects that are “local serving retail projects (per OPR’s Technical Advisory less than 50,000 square feet) and neighborhood schools are presumed to have a less than significant VMT impact. In addition, projects that generate less than 110 daily trips do not require VMT analysis.” As the proposed Project consists of a local serving fast food with drive thru and convenience market with gas station that is less than 10,000 sf in total building area, the Project would meet the project type screening threshold and is presumed to have a less than significant VMT impact.

The Project Type screening threshold is met.

CONCLUSION

Based on our review of applicable VMT screening thresholds, the Project meets the project type screening criteria and is therefore presumed to have a less than significant impact. The Project was not found to meet the TPA or low VMT area screening thresholds, however, meeting the project type screening threshold alone is sufficient to determine a less than significant impact; no additional VMT analysis is required.

If you have any questions, please contact me directly at (949) 480-7788.

Respectfully submitted,

URBAN CROSSROADS, INC.



Aric Evatt, PTP
President



Haseeb Qureshi
Associate Principal

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REFERENCES

1. **Office of Planning and Research.** *Technical Advisory on Evaluating Transportation Impacts in CEQA.* State of California : s.n., December 2018.

ATTACHMENT "A"

SBCTA VMT SCREENING TOOL RESULTS FOR SUBJECT SITE

