**LOS Engineering, Inc.**
**Traffic and Transportation**

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August 11, 2025

Ms. Kim Baranek
Baranek Consulting Group
9984 Scripps Ranch Blvd #138
San Diego, CA 92131

Subject: Trip Generation and Vehicle Miles Traveled Screening Assessment for the Lake Jennings Campground Improvement Project

Dear Ms. Baranek:

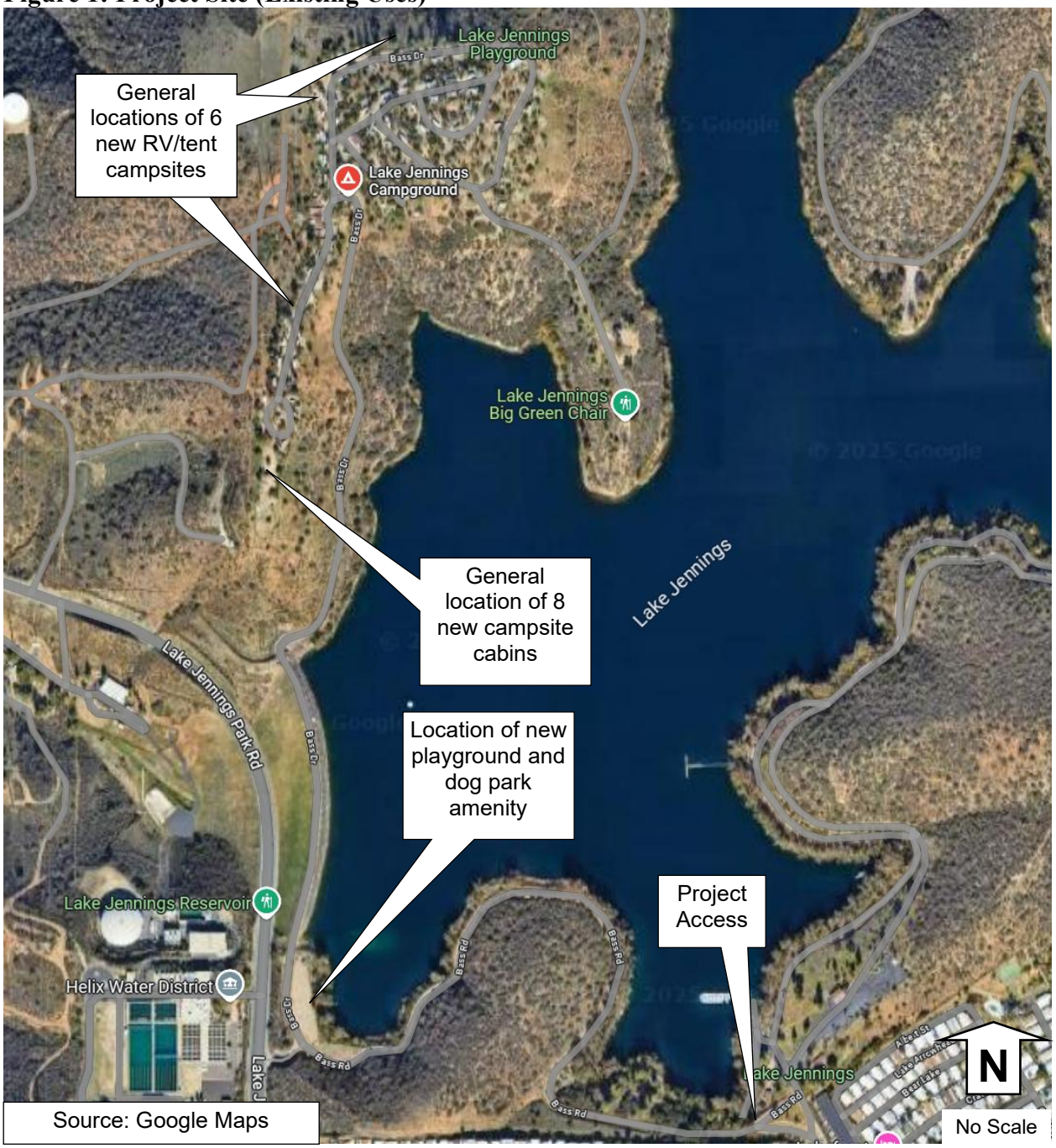
LOS Engineering, Inc. is pleased to present this trip generation and Vehicle Miles Traveled (VMT) screening assessment to satisfy the California Environmental Quality Act (CEQA) guidelines that utilize VMT as the measure of effectiveness for determining transportation impacts.

## PROJECT DESCRIPTION

The Lake Jennings Campground owner/permittee proposes adding up to 14 new campsites (up to 6 RV/tent spaces and up to 8 cabins) to the existing 97 campsites for a new total of 111 campsites along with an amenity of a new playground and dog park outside the existing campground area.

The improvement project is located at 10108 Bass Rd, Lakeside, CA. Site plans are included in **Attachment A**. The existing Lake Jennings Campground has access from Bass Rd at Harritt Rd. The project access and general location of improvements are shown in **Figure 1**.

**Figure 1: Project Site (Existing Uses)**




Source: Google Maps

PROJECT TRIP GENERATION

The project trip generation was calculated using the San Diego Association of Governments (SANDAG) *Brief Guide of Vehicular Traffic Generation Rates*, April 2002. Trip rates are included in **Attachment B**.

The project trip generation is based on 14 new campsites and the amenity of a new playground and dog park on 0.9 acres that is located outside of the campground area. The new playground and dog park amenity is not anticipated to generate new vehicle trips because it is proposed to serve lake users and the public although it is not accessible directly from Lake Jennings Park Rd; however, it is included in the trip generation calculations to provide a conservative analysis. The project is forecasted to generate 74 Average Daily Trips (ADT) as shown in **Table 1**.

**Table 1: Project Trip Generation**

| SANDAG Trip Rates | Rates & Size | | | | Daily |
|---|---|---|---|---|---|
| | Rates: | 4 | /Campsite | | |
| Campground | Size: | 14 | Campsites | Trips: | 56 |
| | Rates: | 20 | /Acre | | |
| Regional Park | Size: | 0.9 | Acre | Trips: | 18 |
| | | | *Total Project Trip Generation:* | | ***74*** |

Source: SANDAG *Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region,* April 2002.

VEHICLE MILES TRAVELED

The California Governor's Office of Planning and Research (OPR) has identified VMT as the CEQA metric to evaluate a project's potential transportation impacts. Senate Bill 743 (SB 743) shifted the transportation impact measure of effectiveness from Level of Service (LOS) to VMT. As part of the State's CEQA Guidelines, the changes included the elimination of vehicular delay and LOS for determining significant transportation impacts. OPR outlines the following criteria for determining potential VMT impacts for small projects (excerpts included in **Attachment C**):

> "Many local agencies have developed screening thresholds to indicate when detailed analysis is needed. 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."

The project is forecasted to generate 74 ADT, which is less than the Office of Planning and Research threshold of 110 trips per day; therefore, according to the Office of Planning and Research Guidelines, the project is presumed to have a less-than-significant VMT traffic impact and VMT mitigation measures are not recommended.

CONCLUSION

The purpose of this trip generation and VMT screening assessment was to determine if the project would have a potential transportation impact based on CEQA guidelines.

The project is improving the existing Lake Jennings Campground by adding up to 14 new campsites (up to 6 RV/tent spaces and up to 8 cabins) to the existing 97 campsites for a new total of 111 campsites along with an amenity of a new playground and dog park. The project is forecasted to generate 74 ADT.

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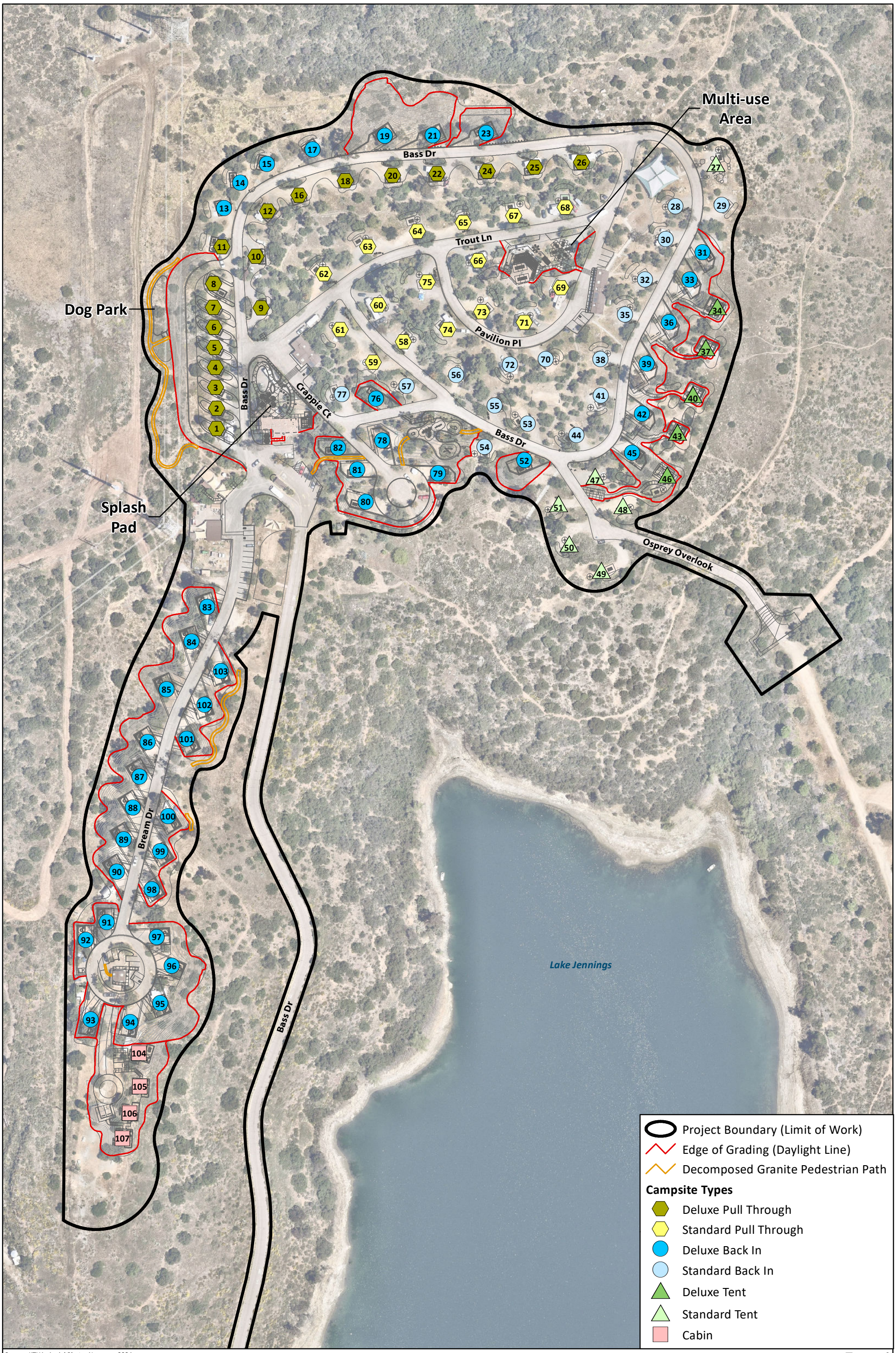
Sincerely,
**LOS Engineering, Inc.**

Justin Rasas, PE (RCE 60690), TE (2135), PTOE (1267)
Principal and Officer of LOS Engineering, Inc.

Job 2501
Attachments

Attachment A

Site Plans




Source: KTUA; Aerial Photo: Nearmap 2024

*Figure 3*

**Campground Improvements Plan**

LAKE JENNINGS CAMPGROUND & PUBLIC ACCESS RECREATION AMENITY IMPROVEMENTS

BARANEK Consulting Group

N 0 150 Feet

*Figure 4*

**County Recreational Amenity**

LAKE JENNINGS CAMPGROUND & PUBLIC ACCESS RECREATION AMENITY IMPROVEMENTS

Attachment B

11th Edition ITE and SANDAG Trip Generation Rates

*(NOT SO)*

# BRIEF GUIDE OF VEHICULAR TRAFFIC GENERATION RATES FOR THE SAN DIEGO REGION

**APRIL 2002**

SANDAG
401 B Street, Suite 800
San Diego, California 92101
(619) 699-1900 • Fax (619) 699-1950

NOTE: This listing only represents a ***guide*** of average, or estimated, traffic generation "driveway" rates and some very general trip data for land uses (emphasis on acreage and building square footage) in the San Diego region. These rates (both local and national) are subject to change as future documentation becomes available, or as regional sources are updated. For more specific information regarding traffic data and trip rates, please refer to the San Diego Traffic Generators manual. ***Always check with local jurisdictions for their preferred or applicable rates.***

| LAND USE | TRIP CATEGORIES [PRIMARY:DIVERTED:PASS-BY][P] | ESTIMATED WEEKDAY VEHICLE TRIP GENERATION RATE (DRIVEWAY) | HIGHEST PEAK HOUR % (plus IN:OUT ratio) Between 6:00-9:30 A.M. | | Between 3:00-6:30 P.M. | | TRIP LENGTH (Miles)[L] |
|---|---|---|---|---|---|---|---|
| **AGRICULTURE** (Open Space) | [80:18:2] | 2/acre** | | | | | 10.8 |
| **AIRPORT** | [78:20:2] | | | | | | 12.5 |
| Commercial | | 60/acre, 100/flight, 70/1000 sq. ft.* ** | 5% | (6:4) | 6% | (5:5) | |
| General Aviation | | 6/acre, 2/flight, 6/based aircraft* ** | 9% | (7:3) | 15% | (5:5) | |
| Heliports | | 100/acre** | | | | | |
| **AUTOMOBILE**[S] | | | | | | | |
| Car Wash | | | | | | | |
| Automatic | | 900/site, 600/acre** | 4% | (5:5) | 9% | (5:5) | |
| Self-serve | | 100/wash stall** | 4% | (5:5) | 8% | (5:5) | |
| Gasoline | [21:51:28] | | | | | | 2.8 |
| with/Food Mart | | 160/vehicle fueling space** | 7% | (5:5) | 8% | (5:5) | |
| with/Food Mart & Car Wash | | 155/vehicle fueling space** | 8% | (5:5) | 9% | (5:5) | |
| Older Service Station Design | | 150/vehicle fueling space, 900/station** | 7% | (5:5) | 9% | (5:5) | |
| Sales (Dealer & Repair) | | 50/1000 sq. ft., 300/acre, 60/service stall* ** | 5% | (7:3) | 8% | (4:6) | |
| Auto Repair Center | | 20/1000 sq. ft., 400/acre, 20/service stall* | 8% | (7:3) | 11% | (4:6) | |
| Auto Parts Sales | | 60/1000 sq. ft. ** | 4% | | 10% | | |
| Quick Lube | | 40/service stall** | 7% | (6:4) | 10% | (5:5) | |
| Tire Store | | 25/1000 sq. ft., 30/service stall** | 7% | (6:4) | 11% | (5:5) | |
| **CEMETERY** | | 5/acre* | | | | | |
| **CHURCH** (or Synagogue) | [64:25:11] | 9/1000 sq. ft., 30/acre** (quadruple rates for Sunday, or days of assembly) | 5% | (6:4) | 8% | (5:5) | 5.1 |
| **COMMERCIAL/RETAIL**[S] | | | | | | | |
| Super Regional Shopping Center (More than 80 acres, more than 800,000 sq. ft., w/usually 3 + major stores) | | 35/1000 sq. ft.,[C] 400/acre* | 4% | (7:3) | 10% | (5:5) | |
| Regional Shopping Center (40-80acres, 400,000-800,000 sq. ft., w/usually 2 + major stores) | [54:35:11] | 50/1000 sq. ft.,[C] 500/acre* | 4% | (7:3) | 9% | (5:5) | 5.2 |
| Community Shopping Center (15-40 acres, 125,000-400,000 sq. ft., w/usually 1 major store, detached restaurant(s), grocery and drugstore) | [47:31:22] | 80/1000 sq. ft., 700/acre* ** | 4% | (6:4) | 10% | (5:5) | 3.6 |
| Neighborhood Shopping Center (Less than 15 acres, less than 125,000 sq. ft., w/usually grocery & drugstore, cleaners, beauty & barber shop, & fast food services) | | 120/1000 sq. ft., 1200/acre* ** | 4% | (6:4) | 10% | (5:5) | |
| Commercial Shops | [45:40:15] | | | | | | |
| Specialty Retail/Strip Commercial | | 40/1000 sq. ft., 400/acre* | 3% | (6:4) | 9% | (5:5) | 4.3 |
| Electronics Superstore | | 50/1000 sq. ft** | | | 10% | (5:5) | |
| Factory Outlet | | 40/1000 sq. ft.** | 3% | (7:3) | 9% | (5:5) | |
| Supermarket | | 150/1000 sq. ft., 2000/acre* ** | 4% | (7:3) | 10% | (5:5) | |
| Drugstore | | 90/1000 sq. ft.** | 4% | (6:4) | 10% | (5:5) | |
| Convenience Market (15-16 hours) | | 500/1000 sq. ft.** | 8% | (5:5) | 8% | (5:5) | |
| Convenience Market (24 hours) | | 700/1000 sq. ft.** | 9% | (5:5) | 7% | (5:5) | |
| Convenience Market (w/gasoline pumps) | | 850/1000 sq. ft., 550/vehicle fueling space** | 6% | (5:5) | 7% | (5:5) | |
| Discount Club | | 60/1000 sq. ft., 600/acre* ** | 1% | (7:3) | 9% | (5.5) | |
| Discount Store | | 60/1000 sq. ft., 600/acre** | 3% | (6:4) | 8% | (5:5) | |
| Furniture Store | | 6/1000 sq. ft., 100/acre** | 4% | (7:3) | 9% | (5:5) | |
| Lumber Store | | 30/1000 sq. ft., 150/acre** | 7% | (6:4) | 9% | (5:5) | |
| Home Improvement Superstore | | 40/1000 sq. ft.** | 5% | (6:4) | 8% | (5:5) | |
| Hardware/Paint Store | | 60/1000 sq. ft., 600/acre** | 2% | (6:4) | 9% | (5:5) | |
| Garden Nursery | | 40/1000 sq. ft., 90/acre** | 3% | (6:4) | 10% | (5:5) | |
| Mixed Use: Commercial (w/supermarket)/Residential | | 110/1000 sq. ft., 2000/acre* (commercial only)<br>5/dwelling unit, 200/acre* (residential only) | 3%<br>9% | (6:4)<br>(3:7) | 9%<br>13% | (5:5)<br>(6:4) | |
| **EDUCATION** | | | | | | | |
| University (4 years) | [91:9:0] | 2.4/student, 100 acre* | 10% | (8:2) | 9% | (3:7) | 8.9 |
| Junior College (2 years) | [92:7:1] | 1.2/student, 24/1000 sq. ft., 120/acre* ** | 12% | (8:2) | 9% | (6:4) | 9.0 |
| High School | [75:19:6] | 1.3/student, 15/1000 sq. ft., 60/acre* ** | 20% | (7:3) | 10% | (4:6) | 4.8 |
| Middle/Junior High | [63:25:12] | 1.4/student, 12/1000 sq. ft. 50/acre** | 30% | (6:4) | 9% | (4:6) | 5.0 |
| Elementary | [57:25:10] | 1.6/student, 14/1000 sq. ft., 90/acre* ** | 32% | (6:4) | 9% | (4:6) | 3.4 |
| Day Care | [28:58:14] | 5/child, 80/1000 sq. ft.** | 17% | (5:5) | 18% | (5:5) | 3.7 |
| **FINANCIAL**[S] | [35:42:23] | | | | | | 3.4 |
| Bank (Walk-In only) | | 150/1000 sq. ft., 1000/acre* ** | 4% | (7:3) | 8% | (4:6) | |
| with Drive-Through | | 200/1000 sq. ft., 1500/acre* | 5% | (6:4) | 10% | (5:5) | |
| Drive-Through only | | 250 (125 one-way)/lane* | 3% | (5:5) | 13% | (5:5) | |
| Savings & Loan | | 60/1000 sq. ft., 600/acre** | 2% | | 9% | | |
| Drive-Through only | | 100 (50 one-way)/lane** | 4% | | 15% | | |
| **HOSPITAL** | [73:25:2] | | | | | | 8.3 |
| General | | 20/bed, 25/1000 sq. ft., 250/acre* | 8% | (7:3) | 10% | (4:6) | |
| Convalescent/Nursing | | 3/bed** | 7% | (6:4) | 7% | (4:6) | |
| **INDUSTRIAL** | | | | | | | |
| Industrial/Business Park (commercial included) | [79:19:2] | 16/1000 sq. ft., 200/acre* ** | 12% | (8:2) | 12% | (2:8) | 9.0 |
| Industrial Park (no commercial) | | 8/1000 sq. ft., 90/acre** | 11% | (9:1) | 12% | (2:8) | |
| Industrial Plant (multiple shifts) | [92:5:3] | 10/1000 sq. ft., 120/acre* | 14% | (8:2) | 15% | (3:7) | 11.7 |
| Manufacturing/Assembly | | 4/1000 sq. ft., 50/acre** | 19% | (9:1) | 20% | (2:8) | |
| Warehousing | | 5/1000 sq. ft., 60/acre** | 13% | (7:3) | 15% | (4:6) | |
| Storage | | 2/1000 sq. ft., 0.2/vault, 30/acre* | 6% | (5:5) | 9% | (5:5) | |
| Science Research & Development | | 8/1000 sq. ft., 80/acre* | 16% | (9:1) | 14% | (1:9) | |
| Landfill & Recycling Center | | 6/acre | 11% | (5:5) | 10% | (4:6) | |

**(OVER)**

MEMBER AGENCIES: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista and County of San Diego.
ADVISORY/LIAISON MEMBERS: California Department of Transportation, County Water Authority, U.S. Department of Defense, S.D. Unified Port District and Tijuana/Baja California.

| LAND USE | TRIP CATEGORIES [PRIMARY:DIVERTED:PASS-BY][P] | ESTIMATED WEEKDAY VEHICLE TRIP GENERATION RATE (DRIVEWAY) | HIGHEST PEAK HOUR % (plus IN:OUT ratio) Between 6:00-9:30 A.M. | Between 3:00-6:30 P.M. | TRIP LENGTH (Miles)[L] |
|---|---|---|---|---|---|
| **LIBRARY** | [44:44:12] | 50/1000 sq. ft., 400/acre** | 2% (7:3) | 10% (5:5) | 3.9 |
| **LODGING** | [58:38:4] | | | | 7.6 |
| Hotel (w/convention facilities/restaurant) | | 10/occupied room, 300/acre | 6% (6:4) | 8% (6:4) | |
| Motel | | 9/occupied room, 200/acre* | 8% (4:6) | 9% (6:4) | |
| Resort Hotel | | 8/occupied room, 100/acre* | 5% (6:4) | 7% (4:6) | |
| Business Hotel | | 7/occupied room** | 8% (4:6) | 9% (6:4) | |
| **MILITARY** | [82:16:2] | 2.5/military & civilian personnel* | 9% (9:1) | 10% (2:8) | 11.2 |
| **OFFICE** | | | | | |
| Standard Commercial Office (less than 100,000 sq. ft.) | [77:19:4] | 20/1000 sq. ft., [O] 300/acre* | 14% (9:1) | 13% (2:8) | 8.8 |
| Large (High-Rise) Commercial Office (more than 100,000 sq. ft., 6+ stories) | [82:15:3] | 17/1000 sq. ft., [O] 600/acre* | 13% (9:1) | 14% (2:8) | 10.0 |
| Office Park (400,000+ sq. ft.) | | 12/1000 sq.ft., 200/acre* ** | 13% (9:1) | 13% (2:8) | |
| Single Tenant Office | | 14/1000 sq. ft., 180/acre* | 15% (9:1) | 15% (2:8) | 8.8 |
| Corporate Headquarters | | 7/1000 sq. ft., 110/acre* | 17% (9:1) | 16% (1:9) | |
| Government (Civic Center) | [50:34:16] | 30/1000 sq. ft.** | 9% (9:1) | 12% (3:7) | 6.0 |
| Post Office | | | | | |
| Central/Walk-In Only | | 90/1000 sq. ft.** | 5% | 7% | |
| Community (not including mail drop lane) | | 200/1000 sq. ft., 1300/acre* | 6% (6:4) | 9% (5:5) | |
| Community (w/mail drop lane) | | 300/1000 sq. ft., 2000/acre* | 7% (5:5) | 10% (5:5) | |
| Mail Drop Lane only | | 1500 (750 one-way)/lane* | 7% (5:5) | 12% (5:5) | |
| Department of Motor Vehicles | | 180/1000 sq. ft., 900/acre** | 6% (6:4) | 10% (4:6) | |
| Medical-Dental | [60:30:10] | 50/1000 sq. ft., 500/acre* | 6% (8:2) | 11% (3:7) | 6.4 |
| **PARKS** | [66:28:6] | | 4% | 8% | 5.4 |
| City (developed w/meeting rooms and sports facilities) | | 50/acre* | 13% (5:5) | 9% (5:5) | |
| Regional (developed) | | 20/acre* | | | |
| Neighborhood/County (undeveloped) | | 5/acre (add for specific sport uses), 6/picnic site* ** | | | |
| State (average 1000 acres) | | 1/acre, 10/picnic site** | | | |
| Amusement (Theme) | | 80/acre, 130/acre (summer only)** | | 6% (6:4) | |
| San Diego Zoo | | 115/acre* | | | |
| Sea World | | 80/acre* | | | |
| **RECREATION** | | | | | |
| Beach, Ocean or Bay | [52:39:9] | 600/1000 ft. shoreline, 60/acre* | | | 6.3 |
| Beach, Lake (fresh water) | | 50/1000 ft. shoreline, 5/acre* | | | |
| Bowling Center | | 30/1000 sq. ft., 300/acre, 30/lane ** | 7% (7:3) | 11% (4:6) | |
| Campground | | 4/campsite** | 4% | 8% | |
| Golf Course | | 7/acre, 40/hole, 700/course* ** | 7% (8:2) | 9% (3:7) | |
| Driving Range only | | 70/acre, 14/tee box* | 3% (7:3) | 9% (5:5) | |
| Marinas | | 4/berth, 20/acre* ** | 3% (3:7) | 7% (6:4) | |
| Multi-purpose (miniature golf, video arcade, batting cage, etc.) | | 90/acre | 2% | 6% | |
| Racquetball/Health Club | | 30/1000 sq. ft., 300/acre, 40/court* | 4% (6:4) | 9% (6:4) | |
| Tennis Courts | | 16/acre, 30/court** | 5% | 11% (5:5) | |
| Sports Facilities | | | | | |
| Outdoor Stadium | | 50/acre, 0.2/seat* | | | |
| Indoor Arena | | 30/acre, 0.1/seat* | | | |
| Racetrack | | 40/acre, 0.6 seat* | | | |
| Theaters (multiplex w/matinee) | [66:17:17] | 80/1000 sq. ft., 1.8/seat, 360/screen* | 1/3% | 8% (6:4) | 6.1 |
| **RESIDENTIAL** | [86:11:3] | | | | 7.9 |
| Estate, Urban or Rural (average 1-2 DU/acre) | | 12/dwelling unit* [R] | 8% (3:7) | 10% (7:3) | |
| Single Family Detached (average 3-6 DU/acre) | | 10/dwelling unit* [R] | 8% (3:7) | 10% (7:3) | |
| Condominium (or any multi-family 6-20 DU/acre) | | 8/dwelling unit* [R] | 8% (2:8) | 10% (7:3) | |
| Apartment (or any multi-family units more than 20 DU/acre) | | 6/dwelling unit* [R] | 8% (2:8) | 9% (7:3) | |
| Military Housing (off-base, multi-family) | | | | | |
| (less than 6 DU/acre) | | 8/dwelling unit | 7% (3:7) | 9% (6:4) | |
| (6-20 DU/acre) | | 6/dwelling unit | 7% (3:7) | 9% (6:4) | |
| Mobile Home | | | | | |
| Family | | 5/dwelling unit, 40/acre* | 8% (3:7) | 11% (6:4) | |
| Adults Only | | 3/dwelling unit, 20/acre* | 9% (3:7) | 10% (6:4) | |
| Retirement Community | | 4/dwelling unit** | 5% (4:6) | 7% (6:4) | |
| Congregate Care Facility | | 2.5/dwelling unit** | 4% (6:4) | 8% (5:5) | |
| **RESTAURANT[S]** | [51:37:12] | | | | 4.7 |
| Quality | | 100/1000 sq. ft., 3/seat, 500/acre* ** | 1% (6:4) | 8% (7:3) | |
| Sit-down, high turnover | | 160/1000 sq. ft., 6/seat, 1000/acre* ** | 8% (5:5) | 8% (6:4) | |
| Fast Food (w/drive-through) | | 650/1000 sq. ft., 20/seat, 3000/acre* ** | 7% (5:5) | 7% (5:5) | |
| Fast Food (without drive-through) | | 700/1000 sq. ft.** | 5% (6:4) | 7% (5:5) | |
| Delicatessen (7am-4pm) | | 150/1000 sq. ft., 11/seat* | 9% (6:4) | 3% (3:7) | |
| **TRANSPORTATION** | | | | | |
| Bus Depot | | 25/1000 sq. ft.** | | | |
| Truck Terminal | | 10/1000 sq. ft., 7/bay, 80/acre** | 9% (4:6) | 8% (5:5) | |
| Waterport/Marine Terminal | | 170/berth, 12/acre** | | | |
| Transit Station (Light Rail w/parking) | | 300/acre, 2 [1/2]/parking space (4/occupied)** | 14% (7:3) | 15% (3:7) | |
| Park & Ride Lots | | 400/acre (600/paved acre), 5/parking space (8/occupied)* ** | 14% (7:3) | 15% (3:7) | |

* Primary source: *San Diego Traffic Generators.*

* * Other sources: *ITE Trip Generation Report [6th Edition]*, Trip Generation Rates (other agencies and publications), various SANDAG & CALTRANS studies, reports and estimates.

[P] Trip category percentage ratios are daily from local household surveys, often cannot be applied to very specific land uses, and do not include non-resident drivers (draft SANDAG *Analysis of Trip Diversion*, revised November, 1990):
PRIMARY - one trip directly between origin and primary destination.
DIVERTED - linked trip (having one or more stops along the way to a primary destination) whose distance compared to direct distance ≥ 1 mile.
PASS-BY - undiverted or diverted < 1 mile.

[L] Trip lengths are average weighted for all trips to and from general land use site. (All trips system-wide average length = 6.9 miles)

[C] Fitted curve equation: $Ln(T) = 0.502\ Ln(x) + 6.945$
[O] Fitted curve equation: $Ln(T) = 0.756\ Ln(x) + 3.950$
} T = total trips, x = 1,000 sq. ft.

[R] Fitted curve equation: $t = -2.169\ Ln(d) + 12.85$ t = trips/DU, d = density (DU/acre), DU = dwelling unit

[S] Suggested PASS-BY [undiverted or diverted <1 mile] percentages for trip rate reductions only during P.M. peak period (based on combination of local data/review and Other sources**):

| | |
|---|---|
| COMMERCIAL/RETAIL | |
| Regional Shopping Center | 20% |
| Community " " | 30% |
| Neighborhood " " | 40% |
| Specialty Retail/Strip Commercial (other) | 10% |
| Supermarket | 40% |
| Convenience Market | 50% |
| Discount Club/Store | 30% |
| FINANCIAL | |
| Bank | 25% |
| AUTOMOBILE | |
| Gasoline Station | 50% |
| RESTAURANT | |
| Quality | 10% |
| Sit-down high turnover | 20% |
| Fast Food | 40% |

[T] Trip Reductions - In order to help promote regional "smart growth" policies, and acknowledge San Diego's expanding mass transit system, consider vehicle trip rate reductions (with proper documentation and necessary adjustments for peak periods). The following are some examples:

[1] A 5% daily trip reduction for land uses with transit access or near transit stations accessible within 1/4 mile.

[2] Up to 10% daily trip reduction for mixed-use developments where residential and commercial retail are combined (demonstrate mode split of walking trips to replace vehicular trips).

Attachment C

Excerpts from OPR

# TECHNICAL ADVISORY

## ON EVALUATING TRANSPORTATION IMPACTS IN CEQA

December 2018

Also, in order to capture the full effects of induced travel resulting from roadway capacity projects, an RTP/SCS would need to include an assessment of land use effects of those projects, and the effects of those land uses on VMT. (See section titled "*Estimating VMT Impacts from Transportation Projects"* below.) RTP/SCSs typically model VMT using a collaboratively-developed land use "vision" for the region's land use, rather than studying the effects on land use of the proposed transportation investments.

In summary, achieving 15 percent lower per capita (residential) or per employee (office) VMT than existing development is both generally achievable and is supported by evidence that connects this level of reduction to the State's emissions goals.

## 1. Screening Thresholds for Land Use Projects

Many agencies use "screening thresholds" to quickly identify when a project should be expected to cause a less-than-significant impact without conducting a detailed study. (See e.g., CEQA Guidelines, §§ 15063(c)(3)(C), 15128, and Appendix G.) As explained below, this technical advisory suggests that lead agencies may screen out VMT impacts using project size, maps, transit availability, and provision of affordable housing.

*Screening Threshold for Small Projects*

Many local agencies have developed screening thresholds to indicate when detailed analysis is needed. 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[19] generally may be assumed to cause a less-than-significant transportation impact.

*Map-Based Screening for Residential and Office Projects*

Residential and office projects that locate in areas with low VMT, and that incorporate similar features (i.e., density, mix of uses, transit accessibility), will tend to exhibit similarly low VMT. Maps created with VMT data, for example from a travel survey or a travel demand model, can illustrate areas that are

[19] CEQA provides a categorical exemption for existing facilities, including additions to existing structures of up to 10,000 square feet, so long as the project is in an area where public infrastructure is available to allow for maximum planned development and the project is not in an environmentally sensitive area. (CEQA Guidelines, § 15301, subd. (e)(2).) Typical project types for which trip generation increases relatively linearly with building footprint (i.e., general office building, single tenant office building, office park, and business park) generate or attract an additional 110-124 trips per 10,000 square feet. Therefore, absent substantial evidence otherwise, it is reasonable to conclude that the addition of 110 or fewer trips could be considered not to lead to a significant impact.