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1518 Mill Rock Way, Suite 100, Bakersfield, CA 93311-1351 • Tel: (661) 616-5900
www.provostandpritchard.com

January 21, 2026

Antonio Jimenez Nunez
3808 Claremont Dr
Bakersfield, CA 93301

RE: Vehicle Miles Traveled (VMT) Analysis for Proposed Commercial GPA/ZC on Buena Vista Road in Bakersfield, CA

Dear Mr. Nunez:

This letter presents the findings of a vehicle miles traveled (VMT) analysis for the above-referenced GPA/ZC for two parcels located on the west side of Buena Vista Road, south of McCutchen Road, in Bakersfield, CA., see VTM No. 12617 attached. The current land use designation for Parcel A and B is R-IA (Resource Intensive Agriculture) and R-MP (Mineral Petroleum). The proposed land use designation for Parcel A is LR (Low Density Residential), and Parcel B is MUC (Mixed Use Commercial). The existing zoning for Parcel A and B is R-1 (Single Family Dwelling). While Parcel A will remain R-1, the proposed zone change for Parcel B is for MX-1 (Mixed-Use Neighborhood).

The site currently includes a house, four garage structures, a covered patio, a cabana, and a gazebo for a structural total of 15,695 square feet. The existing structures are proposed to be used as an event center for large and small events. The proposed event center may host up to 52 large-scale events (250-300 guests) per year and approximately one to two small-scale events (up to 100 guests) per month. It is proposed that the events will take place between the hours of 4pm to 12pm with up to 10 employees present during the events.

The applicant is considering additional future development on the parcels zoned MX-1, though no specific plans currently exist. To properly assess the possibility of future development, the GPA/ZC application is being considered with a convenience store/gas station (16 vehicle fueling positions) and a 2,500 square foot fast-food restaurant with a drive-through window. The sizes and characteristics of these land uses were estimated based on typical square footage for similar developments and represent the most intense land uses under the proposed general plan designation, MUC (Mixed Use Commercial).

Vehicle Miles Traveled (VMT)

VMT Background

In 2013, the state of California enacted legislation (SB 743) which required the Governor's Office of Planning and Research (OPR) to identify new metrics for measuring and mitigating transportation impacts within the California Environmental Quality Act (CEQA). For land development projects, OPR recommended replacing the metric of vehicle delay, as defined by level of service (LOS) and other similar measures, with VMT metrics

based on project land use. Regulatory changes to CEQA Guidelines incorporating SB 743 were approved on December 28, 2018. Statewide implementation began on July 1, 2020.

Under CEQA, lead agencies have the authority to establish their own VMT significance thresholds and analysis methodologies. At the time of this analysis, the City of Bakersfield has not adopted VMT guidelines, so analysis was completed using the guidelines and thresholds identified in the OPR Technical Advisory, dated December 2018.

VMT Analysis

The technical advisory contains criteria for determining whether a land use project may be screened from a detailed VMT analysis and would have a less than significant traffic impact. These "screening" criteria relate to project size, location, and accessibility to transit.

One screening threshold pertains to Small Projects that are locally serving. According to the Technical Advisory, projects less than 50,000 square feet can be presumed to have a less than significant VMT impact since they typically provide a more proximate shopping destination, resulting in shortened trip lengths. The fast-food restaurant with drive-through totals 2,500 square feet, and a typical convenience store/gas station would be less than 10,000 square feet, so the total of these representative land uses would be approximately 12,500 square feet or less. Since the retail land uses would be locally serving, and totaling less than 50,000 square feet, it is presumed they will have a less than significant transportation impact under CEQA.

Another screening threshold pertains to projects generating fewer than 110 average daily trips (ADT). Based on the project description for the event center, trip generation calculations were made for both the small and large events as shown in Tables 1 & 2 below. The event center is anticipated to generate 112 average daily trips for small events and 272 average daily trips for large events. It is noted that large events will only occur up to 52 times per year with small events occurring approximately 24 times per year. When vehicle trips are averaged over the course of a year, to account for the frequency of event and non-event days, the resulting average daily trips would be fewer than 110 vehicle trips. Therefore, it is presumed that the event center will have a less than significant transportation impact under CEQA.

Table 1
Small Event Trip Generation

Trip Type	Daily Trips			Peak Hour (Before Event)			Peak Hour (After Event)		
	In	Out	Total	In	Out	Total	In	Out	Total
Employee[1]	10	10	20	0	0	0	0	0	0
Delivery[2]	4	4	8	0	0	0	0	0	0
Catering Trucks[2]	2	2	4	0	0	0	0	0	0
Event Guests[3]	40	40	80	40	0	40	0	40	40
Total	**56**	**56**	**112**	**40**	**0**	**40**	**0**	**40**	**40**

[1]Employees typically arrive before an event and leave after the event.

[2]Delivery & Catering arrive and leave before and/or after peak hours.

[3]Event Guests arrive on average with 2.5 guests per vehicle.

Table 2
Large Event Trip Generation

Trip Type	Daily Trips			Peak Hour (Before Event)		
	In	Out	Total	In	Out	Total
Employee[1]	10	10	20	0	0	0
Delivery[2]	4	4	8	0	0	0
Catering Trucks[2]	2	2	4	0	0	0
Event Guests[3]	120	120	240	120	0	120
Total	**136**	**136**	**272**	**120**	**0**	**120**

[1]Employees typically arrive before an event and leave after the event.

[2]Delivery & Catering arrive and leave before and/or after peak hours.

[3]Event Guests arrive on average with 2.5 guests per vehicle.

VMT Conclusion

Because both the representative retail land uses, as well as the proposed event center, have a less than significant transportation impact, no further VMT analysis is required pursuant to the OPR guidelines.

Please contact me should you have any questions.

Very truly yours,

Ian J. Parks
RCE #58155

IJP/ssh

Attachments