FEHR PEERS

Memorandum

Date: February 25, 2025

To: Vincent Ramos, City of Claremont

From: Jolene Hayes, Fehr & Peers

Subject: Technical Review of 840 South Indian Hill VMT Screening Memo

OC20-0715.02

This technical memorandum provides an assessment of two conflicting VMT screening memorandums prepared for a proposed project using the City of Claremont's Transportation Study Guidelines and the SGVCOG VMT Evaluation Tool (VMT Tool).

Project Description

The Project Site is located at 840 South Indian Hill Boulevard in the City of Claremont. The proposed project (Project) consists of 70 multi-family dwelling units.

VMT Screening

The City of Claremont adopted VMT thresholds of significance in 2020 pursuant to regulatory requirements of SB 743. The City also approved three independent VMT screening criteria consistent with guidance provided by the Office of Planning & Research (OPR, now known as Office of Land Use and Climate Innovation, or LCI), including:

1.) Transit Priority Area Screening,
2.) Small and Local Serving Project Screening, and
3.) Low VMT Area Screening.

The Transit Priority Area and Low VMT Area screening criteria can be quickly determined by using the VMT Tool, which is based on the most currently available Southern California Association of Governments (SCAG) Regional Travel Demand Model (Model) and transit route/schedule information.

If a project screens out under any one of these three criteria, then the project can move forward without further VMT analysis. If a project does not screen out, next steps consist of a change in the

project (e.g., reduction in size or land use), additional VMT analysis (e.g., preparing model runs using the SCAG model), and/or VMT mitigation.

As a first step for projects that do not screen out, the VMT Tool contains optional mitigation measures derived from the California Air Pollution Control Officers Association (CAPCOA) *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* (2021 Handbook). The Tool's VMT reduction measures can be identified for the purpose of reducing a project's VMT impact to a less than significant level. The VMT Tool allows users to test a variety of mitigation measures. Project applicants can request the City's approval of mitigation measures to reduce the estimated project-generated VMT to a level below the adopted significance threshold, which can then be incorporated into a mitigated negative declaration.

840 South Indian Hill VMT Findings

According to the VMT assessment prepared for the Project by TJW Engineering, Inc. dated November 11, 2024, the Project does not screen out from VMT analysis. However, the assessment is based solely on the third screening criterion listed below, Low VMT Area.

1.) Transit Priority Area (TPA) Screening,
2.) Small and Local Serving Project Screening, and
3.) Low VMT Area Screening.

In addition to only documenting one of the three criteria listed above, the memorandum provides a link to the old version of the VMT Tool, which is based on the 2016 SCAG model and the 2019 transit service in the region. The VMT Tool was updated in September 2024 using the latest SCAG regional model (2024 RTP based on 2019 data) and using the latest TPA definition, which was updated through State legislation in September 2024.

As noted in the memo, the Project is not located in a Low VMT Area for multifamily residential uses, nor is the Project considered small or local serving; however, the Project is located within a TPA and thus screens out from further VMT analysis. Consistent with the City's guidelines, no additional VMT analysis is required.

SGVCOG VMT Evaluation Tool Report

Project Details

Timestamp of Analysis	February 25, 2025, 05:16:06 PM
Project Name	840 South Indian Hill
Project Description	70 MF Units

Proximity Transit Screening

Inside a transit priority area? Yes

Project Location Map

jurisdiction:

Claremont

APN	TAZ
8322006006	22448100

Analysis Details

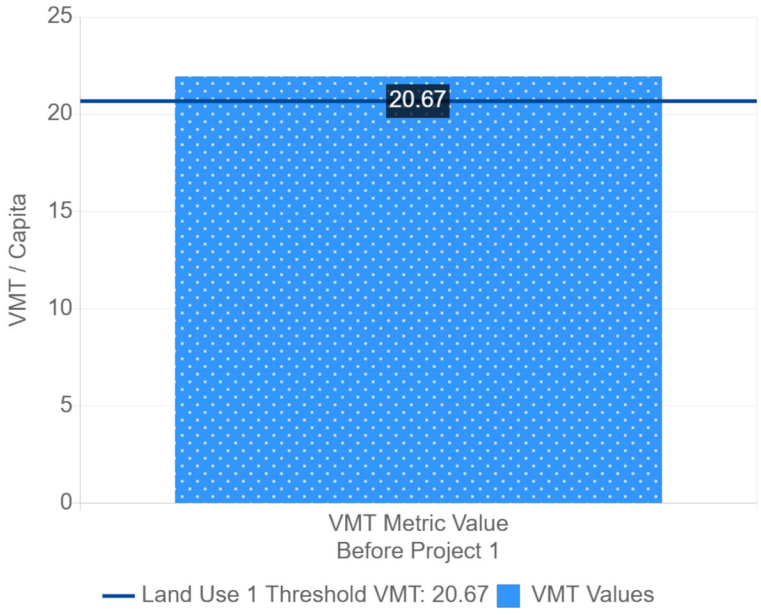
Data Version	SCAG Regional Travel Demand Model 2024
Analysis Methodology	TAZ
Target Baseline Year	2025

SGVCOG VMT Evaluation Tool Report

Residential Vehicle Miles Traveled (VMT) Screening Results

Land Use Type	Residential
VMT Metric	Home-Based VMT per Capita
VMT Baseline Description	Northeast
VMT Baseline Value	24.32
VMT Threshold Description / Threshold Value	-15% / 20.67

Summary	Baseline Conditions
Project Generated Vehicle Miles Traveled (VMT) Rate	21.94
Screening Results	Yes (Pass)



November 11, 2024

TJW ENGINEERING, INC.
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING CONSULTANTS

Mr. Patrick Chien
City Ventures
3121 Michelson Drive, Suite 150
Irvine, CA 92612

SUBJECT: 840 South Indian Hill VMT Screening Memorandum, City of Claremont

Dear Mr. Chien,

TJW Engineering, Inc. (TJW) is pleased to submit this Vehicle Miles Traveled (VMT) Screening for the proposed project located at 840 South Indian Hill Boulevard in the City of Claremont. The proposed project is for the construction of 70 multi-family dwelling units. The purpose of this memorandum is to summarize the project VMT Screening.

Proposed Project

The site for the proposed project is located at 840 South Indian Hill Boulevard in the City of Claremont. The proposed project is for the construction of 70 multi-family dwelling units. Site access will be provided via a proposed right-in/right-out driveway located on West American Way. A site plan is attached for reference.

Vehicle Miles Traveled (VMT) Screening

Senate Bill (SB) 743 was adopted in 2013 requiring the Governor's Office of Planning and Research (OPR) to identify new metrics for identifying and mitigating transportation impacts within the California Environmental Quality Act (CEQA). For land use projects, OPR has identified Vehicle Miles Traveled (VMT) as the new metric for transportation analysis under CEQA. The regulatory changes to the CEQA guidelines that implement SB 743 were approved on December 28th, 2018, with an implementation date of July 1st, 2020, as the new metric.

The *City of Claremont Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment (City Guidelines)* (August 2020) provides screening criteria and requirements for VMT assessment of land use projects. Per *City Guidelines*, the SGVCOG VMT Assessment Tool at https://apps.fehrandpeers.com/SGVCOGVMT/ is used to identify projects that may be screened from VMT analysis. The VMT Tool identified that the proposed project will be located in a traffic analysis zone (TAZ) that exceeds 16.22 VMT threshold for residential projects.

While the project does not screen from VMT analysis based on its location in a TAZ exceeding the VMT threshold, the VMT Tool evaluates additional factors contributing to the VMT of the project itself. The VMT Tool's approach to calculating the effectiveness of VMT reduction strategies are detailed in the *City*

Guidelines. These strategies, or factors, are specific design features of land use projects that may reduce a project's VMT below the threshold and, thus, result in the project making a less than significant impact.

From the *City Guidelines*, the first category of factors evaluated for the effectiveness of VMT reduction are Project Characteristics, or Tier 1. Three Tier 1 characteristics of the proposed project were identified by the VMT Tool's evaluation as reducing the project VMT. The first characteristic, PC01 – Increased Residential Density, was identified based on the VMT Tool calculation that the project will increase residential density from the existing 5.35 dwelling units per acre (du/ac) to 8.62 du/ac. The second, PC02 – Increase Developmental Diversity, was identified based on the VMT Tool calculation of the project increasing the residential diversity index from 0.49 to 0.5. The third, PC03 – Affordable Housing, was identified because six percent of the project's units will be affordable housing at the low-income level; it should be noted that an additional ten percent of the units will be offered at the moderate income level. These three factors reduce the project's VMT.

The second category of factors are Multimodal Infrastructure improvements, or Tier 2. One Tier 2 improvement proposed by the project was identified by the VMT Tool's evaluation as reducing project VMT. MI05 – Pedestrian Networks, or the improvement of the pedestrian network beyond the project frontage, was identified due to the crosswalks at Indian Hill Boulevard and American Avenue being included as part of the intersection improvement plans. The updating of the northern crosswalk to the ladder-style crosswalk, consistent with new crosswalk standards, is proposed to enhance pedestrian safety. Improving the pedestrian accessible network is expected to encourage residents to walk instead of drive, thereby reducing VMT.

The third category of factors are Parking improvement, or Tier 3. One Tier 3 improvement proposed by the project was identified by the VMT Tool's evaluation as reducing project VMT. Specifically, PK02 – Provide Bike Facilities, was identified based on the project's provision of bicycle parking on the project site. The improvement of the bicycle facilities by providing on-site bicycle parking is expected to encourage residents to use bicycles instead of passenger vehicles, thereby reducing VMT.

When evaluating the project and its Tier 1-3 reductions, the VMT Tool calculated that the VMT rate of the proposed project to be 15.1, under the 15.22 threshold. Therefore, the project is presumed to have a less than significant impact on VMT. A copy of the VMT Tool report is attached for reference.

Summary

This memorandum provides an overview of the VMT screening for the proposed project. Based on evaluation of the project by the online SGVCOG VMT Assessment Tool, the proposed project is expected to have a less than significant impact on VMT due to a combination of the project characteristics and proposed improvements. The project characteristics are expected to increase residential density, diversity of land use in the area, and provide affordable housing thereby reducing VMT. In addition, the project proposes off-site and on-site improvements to enhance multi-modal safety and access, thus reducing the project VMT.

Please contact us at (949) 878-3509 if you have any questions regarding this analysis.

Sincerely,

Thomas Wheat, PE, TE
President
Registered Civil Engineer *#69467*
Registered Traffic Engineer *#2565*

David Chew, PTP
Transportation Planner

Travis Yokota
Assistant Transportation Planner

SGVCOG VMT Evaluation Tool Report

Project Details

Timestamp of Analysis: November 11, 2024, 12:21:22 PM

Project Name: 840 South Indian Hill

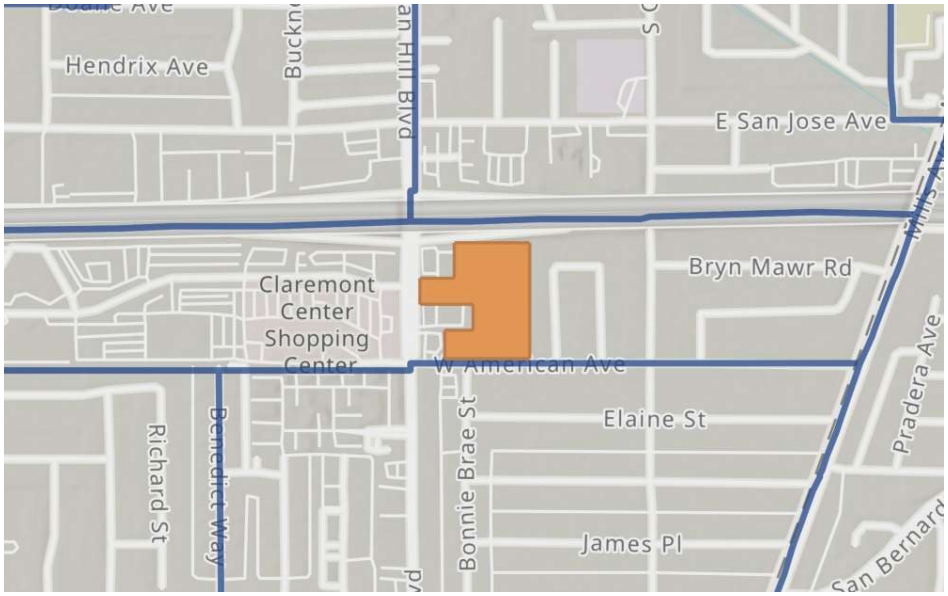
Project Description: Residential

Project Location

jurisdiction:
Claremont

apn	TAZ
8322-006-006	22448100

Inside a TPA?
No (Fail)



Analysis Details

Data Version: SCAG Regional Travel Demand Model
2016 RTP Base Year 2012

Analysis Methodology: TAZ

Baseline Year: 2024

Project Land Use

Residential:

Single Family DU:	
Multifamily DU:	70
Total DUs:	70

Non-Residential:

Office KSF:

Local Serving Retail KSF:

Industrial KSF:

Residential Affordability (percent of all units):

Extremely Low Income:	0 %
Very Low Income:	0 %
Low Income:	6 %

Parking:

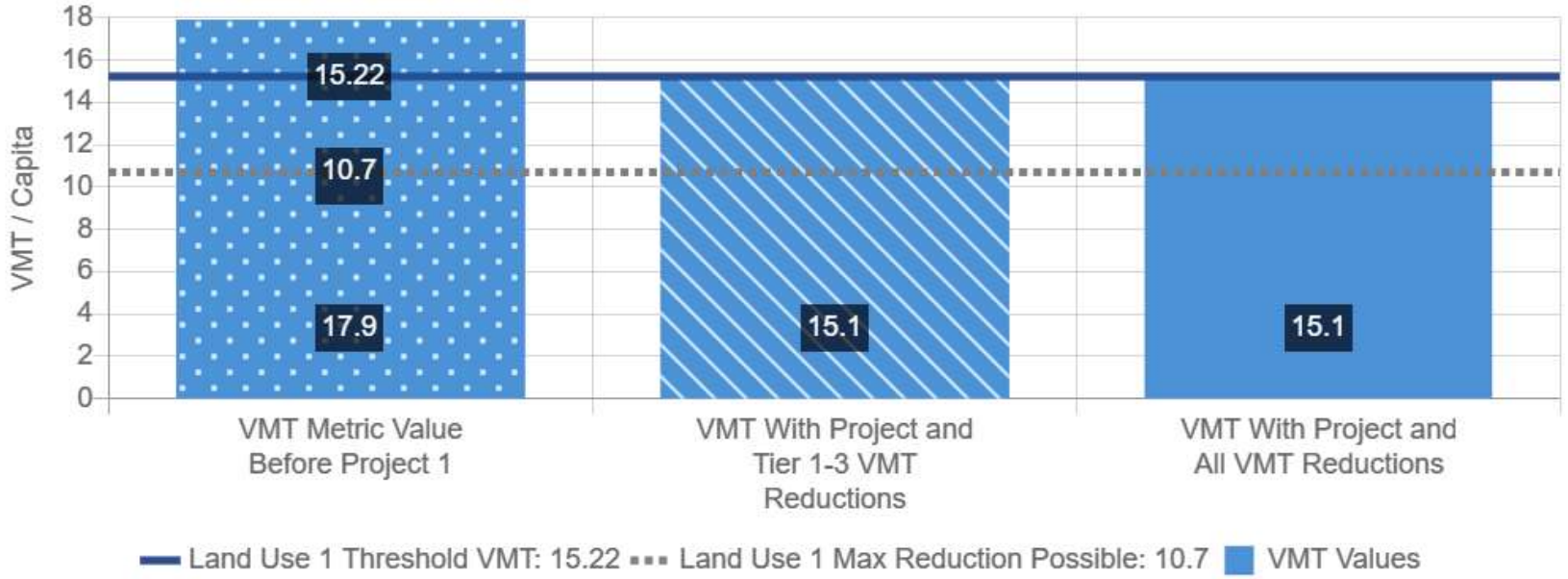
Motor Vehicle Parking:

Bicycle Parking:

Residential Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 1:	Residential
VMT Without Project 1:	Home-based VMT per Capita
VMT Baseline Description 1:	Subarea Average
VMT Baseline Value 1:	17.91
VMT Threshold Description 1:	-15%
Land Use 1 has been Pre-Screened by the Local Jurisdiction:	N/A

	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	17.9	15.1	15.1
Low VMT Screening Analysis	No (Fail)	Yes (Pass)	Yes (Pass)



Tier 1 Project Characteristics

PC01 Increase Residential Density

Existing Residential Density:	5.35
With Project Residential Density:	8.62

PC02 Increase Residential Diversity

Existing Residential Diversity Index:	0.49
With Project Residential Diversity Index:	0.5

PC03 Affordable Housing

Low Income:	6 %

Tier 2 Multimodal Infrastructure

MI05 Pedestrian Networks

Tier 3 Parking

PK02 Provide Bike Facilities

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