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Mr. Mark English
Seven Bridges Properties
6200 Center Street, Suite 200
Clayton, CA 94517

**SAN LEANDRO INDUSTRIAL VEHICLE MILES TRAVELED (VMT) SCREENING
EVALUATION**

Mr. Mark English,

Urban Crossroads, Inc. is pleased to provide the following Vehicle Miles Traveled (VMT) Screening Evaluation for the San Leandro Industrial development (**Project**), which is located at 1700 Doolittle Drive in the City of San Leandro.

PROJECT OVERVIEW

The Project consists of the development of 71,200 square foot warehouse building. For the purposes of this assessment, we will evaluate up to 71,200 square feet of general light industrial use. A preliminary site plan for the proposed Project is shown on Exhibit 1.

EXHIBIT 1: PRELIMINARY SITE PLAN



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. To aid in this transition, the Governor's Office of Planning and Research (OPR) released a [Technical Advisory on Evaluating Transportation Impacts in CEQA](#) (December of 2018) (**Technical Advisory**) (1). The City of San Leandro has yet to formally adopt its own VMT thresholds and has chosen to utilize the screening criteria and thresholds recommended in the Technical Advisory.

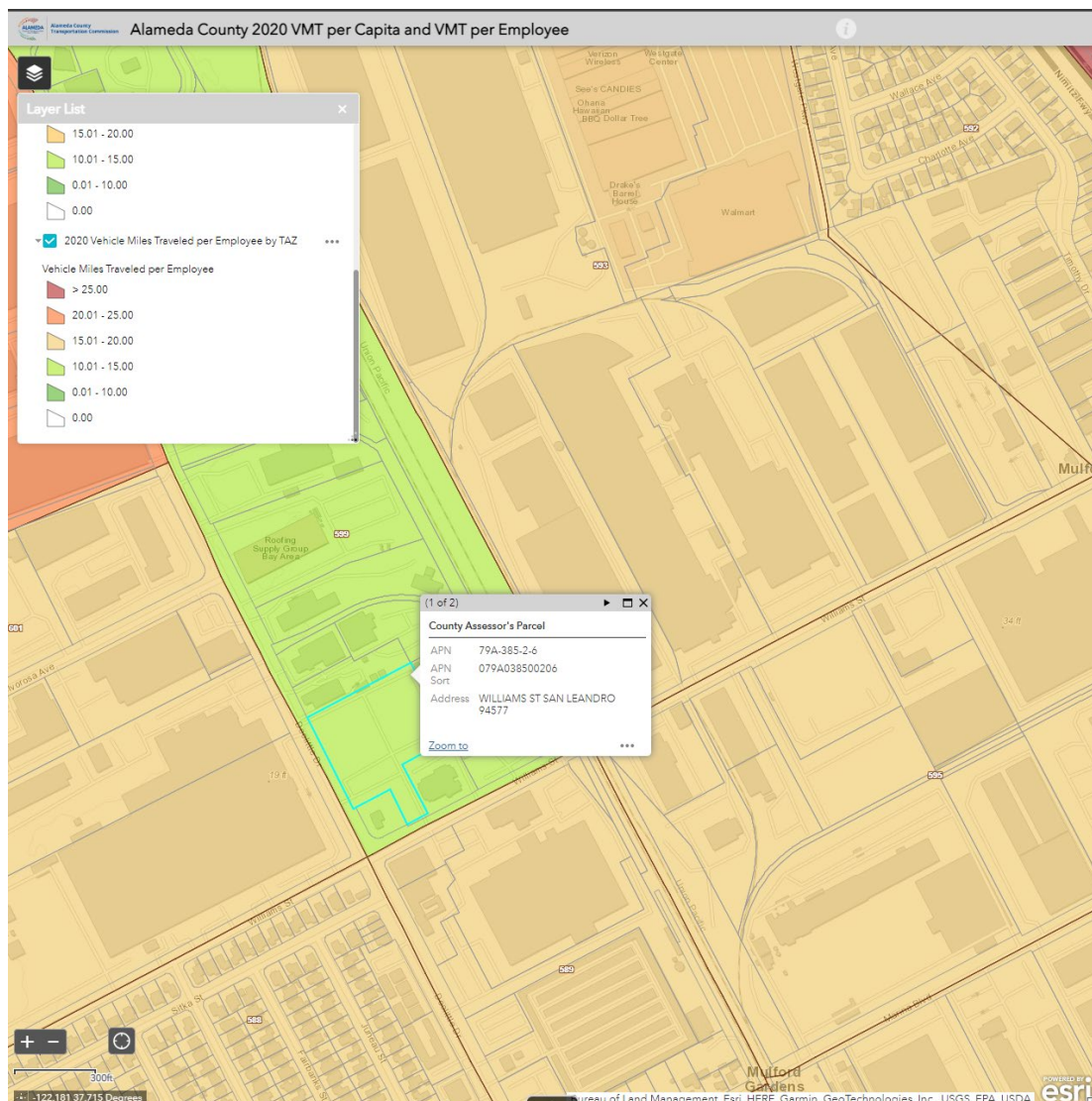
VMT SCREENING

The Technical Advisory recommends that for employment-based land uses such as office and industrial projects employee commute VMT as measured through home-based work trips should be the measure of VMT as workplace location influences overall travel.

LOW VMT AREA

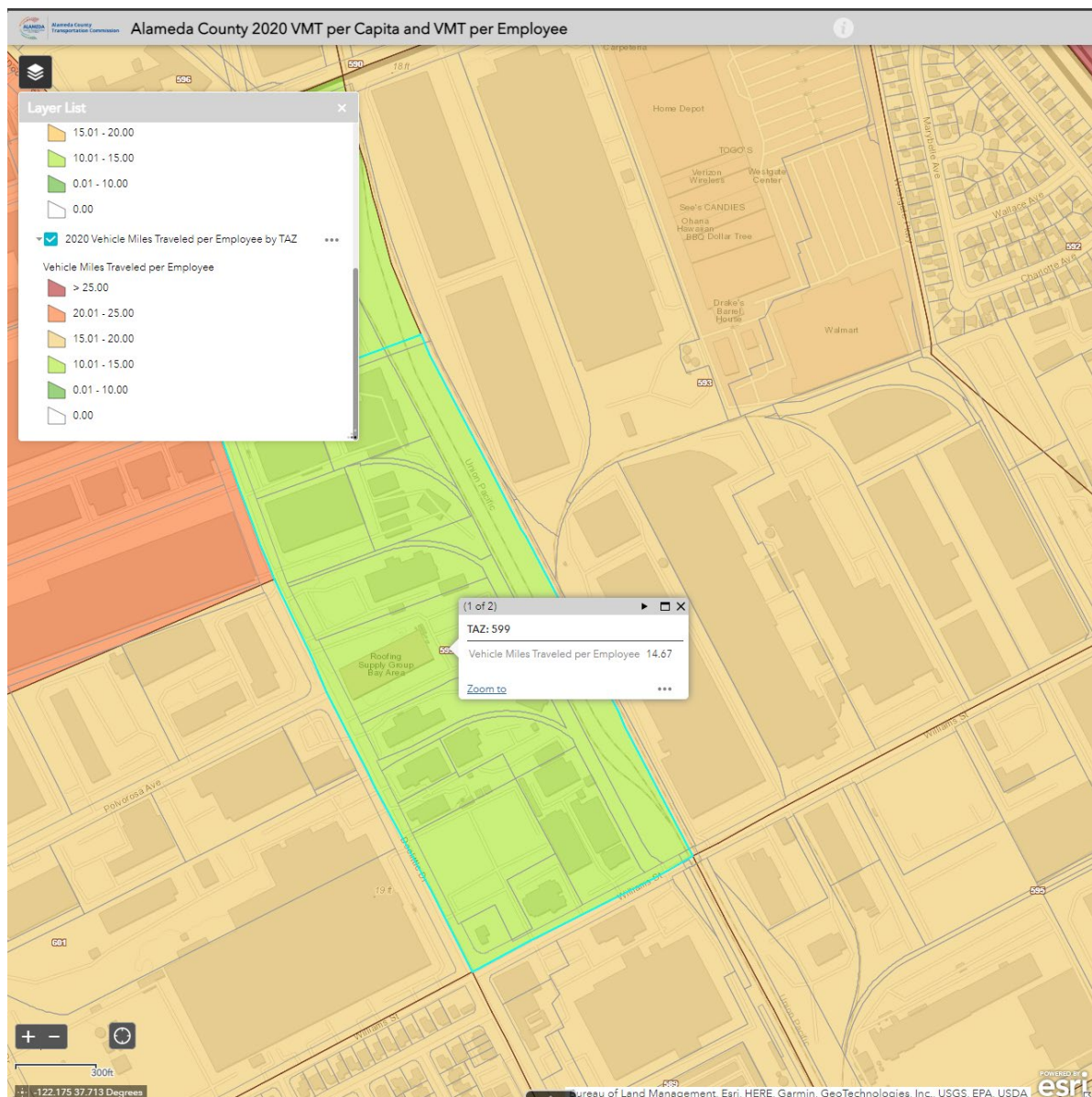
The Alameda County Transportation Commission (CTC) maintains the Alameda Countywide Travel Demand Model, which provides VMT per capita and VMT per employee measures of VMT performance for individual traffic analysis zones (TAZ's) countywide. The Project is located within the City of San Leandro in the Central Planning Area of Alameda County. The Project's physical location based on TAZ is TAZ 599 as shown in Exhibit 2.

EXHIBIT 2: PROJECT LOCATION BY TAZ



Once the appropriate TAZ is identified, the Project's VMT per employee value can be obtained through a review of performance measure maps generated from the Alameda County Travel Demand Model. Specifically, model year 2020 VMT per employee for the Central Planning Area by TAZ was obtained from the Alameda CTC. The map indicates VMT per employee calculations for all TAZ's within the Central Planning Area. The VMT per employee for TAZ 599 was shown to be 14.67 on Exhibit 3.

EXHIBIT 3: TAZ VMT PER EMPLOYEE



As noted in the Technical Advisory, "...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.”¹ The proposed Project is located within an industrial area that includes other light industrial, warehouse and manufacturing type uses and would be expected to generate similar levels of VMT. As such, the value calculated by the model represents a reasonable approximation of project generated VMT per employee.

As noted previously, the City of San Leandro follows the Alameda CTC’s recommendations to utilize the thresholds identified by the Technical Advisory. The Technical Advisory recommends the following threshold:

- A proposed project exceeding a level of 15 percent below existing regional VMT per employee may indicate a significant transportation impact.

The City of San Leandro is located within the Central Planning Area of Alameda County. The existing average VMT per employee for the Central Planning Area was also obtained from the Alameda CTC travel demand model, which was found to be 19.2 VMT per employee for model year 2020. The Project TAZ is calculated to be 23.6% below the Central Planning Area’s existing VMT per employee and would NOT exceed the threshold of 15% below existing regional VMT per employee. The Project’s impact to VMT based on employee trips is less than significant.

If you have any questions, please contact me directly at aso@urbanxroads.com.

Respectfully submitted,

URBAN CROSSROADS, INC.



Alexander So
Senior Associate

¹ Technical Advisory; Page 12.

REFERENCES

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