

March 26, 2025



**TJW ENGINEERING, INC.**  
TRAFFIC ENGINEERING &  
TRANSPORTATION PLANNING  
CONSULTANTS

Justin Brewer  
CENTURY COMMUNITIES  
4695 MacArthur Court, Suite 300  
Newport Beach, CA 92660

**SUBJECT: Upland 4.5 Trip Generation and VMT Screening, City of Upland, California**

Dear Mr. Brewer,

TJW Engineering, Inc. (TJW) is pleased to submit this Trip Generation Analysis and Vehicle Miles Traveled (VMT) Screening for the proposed project located at 1814 West Foothill Boulevard in the City of Upland, California. The proposed project is for the construction of 72 single-family detached residential dwelling units. The purpose of this memorandum is to summarize the project Trip Generation Analysis and VMT Screening.

[Proposed Project](#)

The site for the proposed project is located at 1814 West Foothill Boulevard in the City of Upland, California. The proposed project is for the construction of 72 single-family detached residential dwelling units. A site plan is attached for reference.

Site access will be provided via one (1) gated full access driveway on West Foothill Boulevard (SR-66). A second driveway also on West Foothill Boulevard will be for emergency vehicles only.

[Trip Generation Analysis](#)

The trip generation analysis for the proposed project was developed based on the *City of Upland Traffic Impact Analysis Guidelines (City Guidelines)* (July 2020). The *City Guidelines* indicate that a level of service (LOS) analysis is required when either AM or PM peak hour trip generation from the proposed project is expected to exceed 100 or more vehicle trips or when the project will add 51 AM or PM peak hour trips to any intersection.

Per the *City Guidelines*, trip generation rates are to be obtained from the *Institute of Transportation Engineers Trip Generation Manual (ITE Manual)* (11<sup>th</sup> Edition, 2021). Trip generation volumes are based on the land uses of the proposed new buildings. The proposed project fits the ITE Manual description of Single-Family Detached Residential. As shown in **Table 1** below, based on the ITE Manual rates for Single-Family Detached Residential, the proposed project is expected to generate 50 AM peak hour trips, 68 PM peak hour trips, and a total of 679 daily trips.

**Table 1**  
 Project Trip Generation

Proposed Land Use <sup>1</sup>	ITE Code	Qty	Unit <sup>2</sup>	Daily		AM Peak Hour			PM Peak Hour						
				Rate	Volume	Rate	In:Out Split	Volume		Rate	In:Out Split	Volume			
								In	Out			Total	In	Out	Total
Single-Family Detached Housing	210	72	DU	9.43	679	0.7	26:74	13	37	50	0.94	63:37	43	25	68

1: Trip generation rates are from the ITE Trip Generation Manual (11th Edition, 2021).  
 2: DU = Dwelling Units.

The proposed project does not meet the *City Guidelines* criteria requiring an LOS analysis as:

- 1) The project will generate less than 100 vehicle trips during either AM or PM peak hour.
- 2) There are less than 51 trips during the AM peak hour and, therefore, no more than 51 trips added to any intersection.
- 3) Project generated trips are expected to be distributed relatively evenly between the easterly and westerly legs of West Foothill Boulevard on either side of the project driveway. Thus, the PM peak hour trips in either east or west direction will be less than 51 trips each and, therefore, not contribute more than 51 trips to any intersection.

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 28<sup>th</sup>, 2018, with an implementation date of July 1<sup>st</sup>, 2020, as the new metric.

The *City Guidelines* provide screening criteria and requirements for VMT assessment of land use projects. Step 1: Transit Priority Area (TPA) Screening indicates that projects located within a TPA may be presumed to have a less than significant impact on VMT. Step 2: Low VMT Area Screening indicates that residential projects located within a low VMT-generating area may be presumed to have a less than significant impact. The San Bernardino County Transportation Authority (SBCTA) VMT Screening Tool was utilized to determine if the proposed project meets the screening criteria. The Screening Tool found that the proposed project is located within a TPA and within a low-VMT area. The Screening Tool results are attached for reference.

Summary

This memorandum provides an overview of the trip generation analysis for the proposed project. Based on the *City Guidelines*, the proposed project does not meet the threshold requiring an LOS analysis as it will generate less than 100 vehicle trips during either AM or PM peak hour and distribute less than 51 vehicle

trips at any intersection. In addition, the project is located within a low-VMT area and a TPA and may be presumed to have a less than significant on VMT.

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

Sincerely,



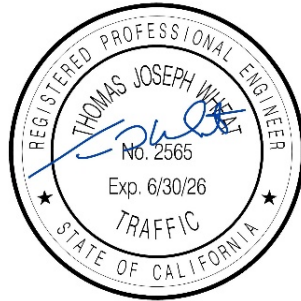
Thomas Wheat, PE, TE  
President  
Registered Civil Engineer #69467  
Registered Traffic Engineer #2565

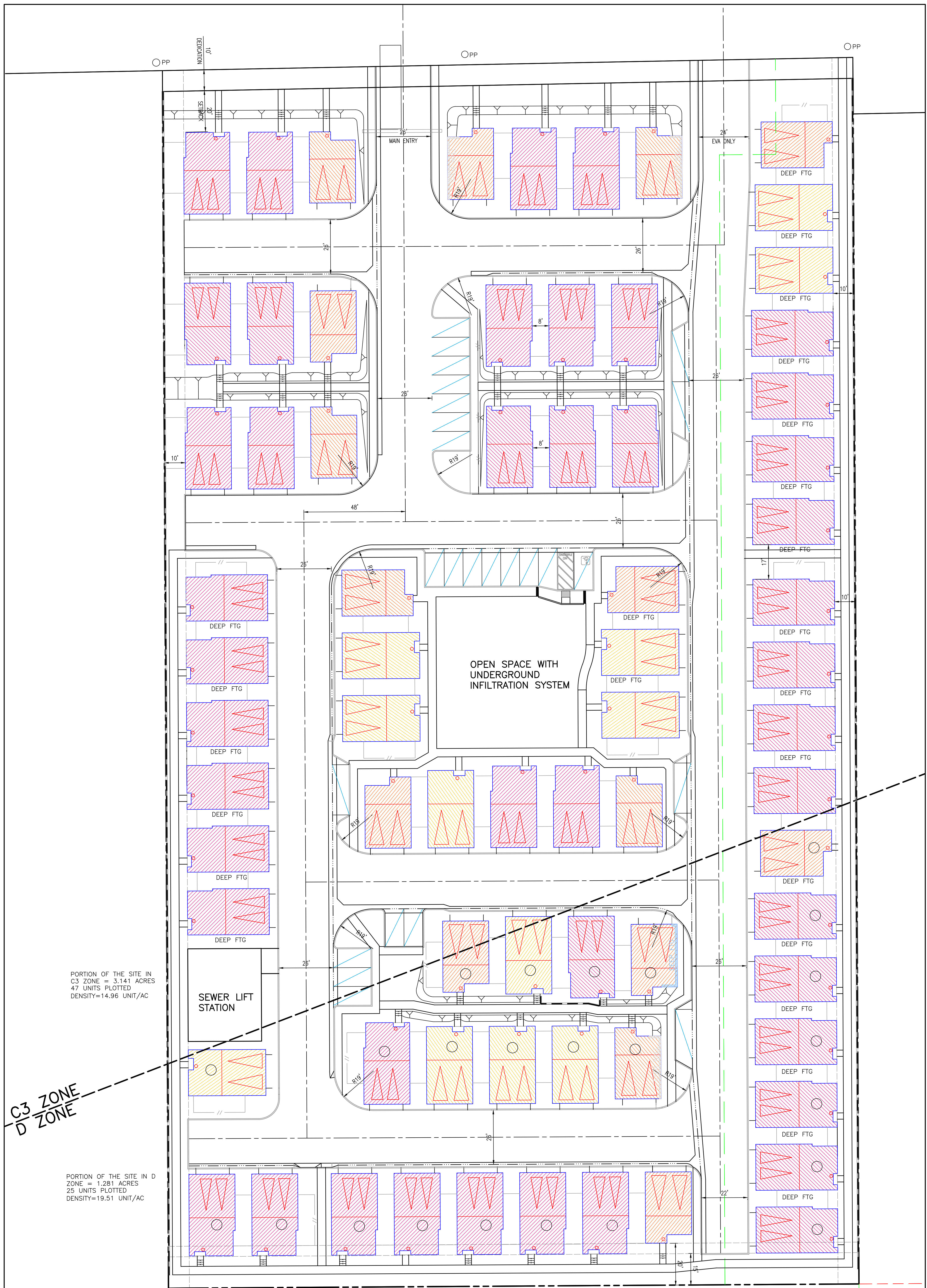


David Chew, PTP  
Transportation Planner



Travis Yokota  
Assistant Transportation Planner

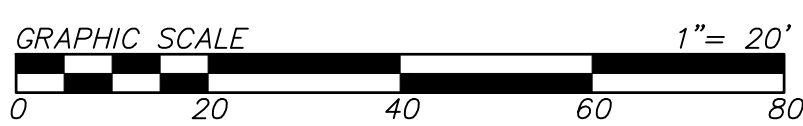




PORTION OF THE SITE IN  
C3 ZONE = 3.141 ACRES  
47 UNITS PLOTTED  
DENSITY=14.96 UNIT/AC

C3 ZONE  
D ZONE

PORTION OF THE SITE IN D  
ZONE = 1.281 ACRES  
25 UNITS PLOTTED  
DENSITY=19.51 UNIT/AC



**FORMA ENGINEERING INC.**

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San Fernando, California 91340  
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PREPARED UNDER THE SUPERVISION OF:

ARET BINATLI, P.E. R.C.E. 64448 DATE

Drawing Title:  
**UPLAND 4.5  
SITE STUDY #8  
72 UNITS  
25 PARKING STALLS**

Prepared for:  
CENTURY COMMUNITIES

Work Order	24218
Date:	3/25/2025
Scale:	1" = 20'
Designed:	AB
Drawn:	AB
Checked:	--
Sheet 1 of	1 Sheets

Drawing Name: UPLAND 4.5 SITE STUDY #8.dwg  
 User: ARET  
 Date: Mar 25, 2025 12:20pm PT

Find address or place

Map Layers

- Project Area VMT
- Screening Results
- Low VMT Generating TAZs
- Parcels
- Jurisdiction Boundaries
- TAZ
- Transit Priority Area

**Complete #1 - 4, Then Click 'Run'**

Input	Output
Project Area VMT	...
The result is drawn on the map.	...
Screening Results	...
The result is drawn on the map.	...
Low VMT Generating TAZs	...
The result is drawn on the map.	...

(3 of 3)

Completely within a TPA? Yes (Pass)

Within a low VMT generating TAZ? Yes (Pass)

Note: Screening results are based on location of parcel centroids. If results are desired considering the full parcel, please refer to the associated map layers to visually review parcel and TAZ boundary relationship.

[Zoom to](#)

Project Area VMT | Screening Results | Low VMT Generating TAZs | Parcels | San Bernardino County Line | Jurisdiction Boundaries | Transit Priority Area

Options Filter by map extent Zoom to Clear selection Refresh

OBJECTID	Assessor Parcel Number (APN)	Traffic Analysis Zone (TAZ)	Community Region	Inside a Transit Priority Area (TPA)	TAZ VMT	Jurisdiction VMT	% Difference	VMT Metric	Threshold	Community Regions have different thresholds (1=Yes, 0=No)	Note	Shape_Length	Shape_Area
1	100706123	53,622,201.00	Upland	Yes	9.40	13.20	-29.16%	PA VMT Per Population	11.20	0	Screening results are based on location of parcel centroids. If results are desired considering the full parcel, please refer to the associated map layers to visually review parcel and TAZ boundary relationship.	480.13	5,008.16
2	100706108	53,622,201.00	Upland	Yes	9.40	13.20	-29.16%	PA VMT Per Population	11.20	0	Screening results are based on location of parcel centroids. If results are desired considering the full parcel, please refer to the associated map layers to visually review parcel and TAZ boundary relationship.	646.18	21,252.96