

TECHNICAL MEMORANDUM

To: Emily Mandrup, ECM Management

From: Jacob Swim TE, Michael Baker International
Dawn Wilson PE TE, Michael Baker International

CC: Alan Ashimine, Michael Baker International

Date: April 16, 2021

Subject: Southern California Logistics Airport (SCLA) Lot 44 Distribution Center Project Vehicle Miles Traveled (VMT) Evaluation

Introduction

The purpose of this memorandum is to document the VMT evaluation for the proposed SCLA Lot 44 Distribution Center Project (Project) in the City of Victorville, California. The Project is located on the northwest corner of Gateway Drive and Momentum Way. **Exhibit 1** shows the location of the project site within the SCLA Specific Plan Amendment Development Area and **Exhibit 2** shows the Conceptual Site Plan.

Project Description & Trip Generation Comparison

The Project proposes to construct a 1,080,308 square foot high-cube non-sort fulfillment center warehouse on an approximately 72.2 acre vacant lot along the west side of Gateway Drive, north of the future Momentum Way roadway, which is an extension of Chamberlain Way (approximately 3,400 north of the existing Innovation Way).

Table 1 below provides a trip generation comparison of the proposed high-cube warehouse and the assumptions made for Lot 44 in the SCLA Specific Plan Traffic Study.

Table 1: Lot 44 Project Trip Generation Comparison

Criteria		SCLA Specific Plan Amendment				Lot 44 Project	Difference	Percent Used (%)	Percent Remaining (%)
Land Use		Manufacturing	Light Warehouse	Light Industrial	Total SP Assumptions	High-Cube Fulfillment Center (Non-Sort)	-	-	-
Site Area	(acres)	-	-	-	108.8	72.2	37	66.4%	33.6%
Gross Floor Area	(square feet)	366,750	1,100,250	733,000	2,200,000	1,080,308	1,119,692	49.1%	50.9%
Daily Trips	(total PCE trips)	2,106	2,800	5,321	10,227	2,908	7,320	28.4%	71.6%
AM Peak Hour Trips	(total PCE trips)	334	273	750	1,357	237	1,121	17.4%	82.6%
PM Peak Hour Trips	(total PCE trips)	362	304	674	1,340	253	1,087	18.9%	81.1%

Notes:
PCE = passenger car equivalent

Exhibit 1: SCLA Specific Plan Development Area

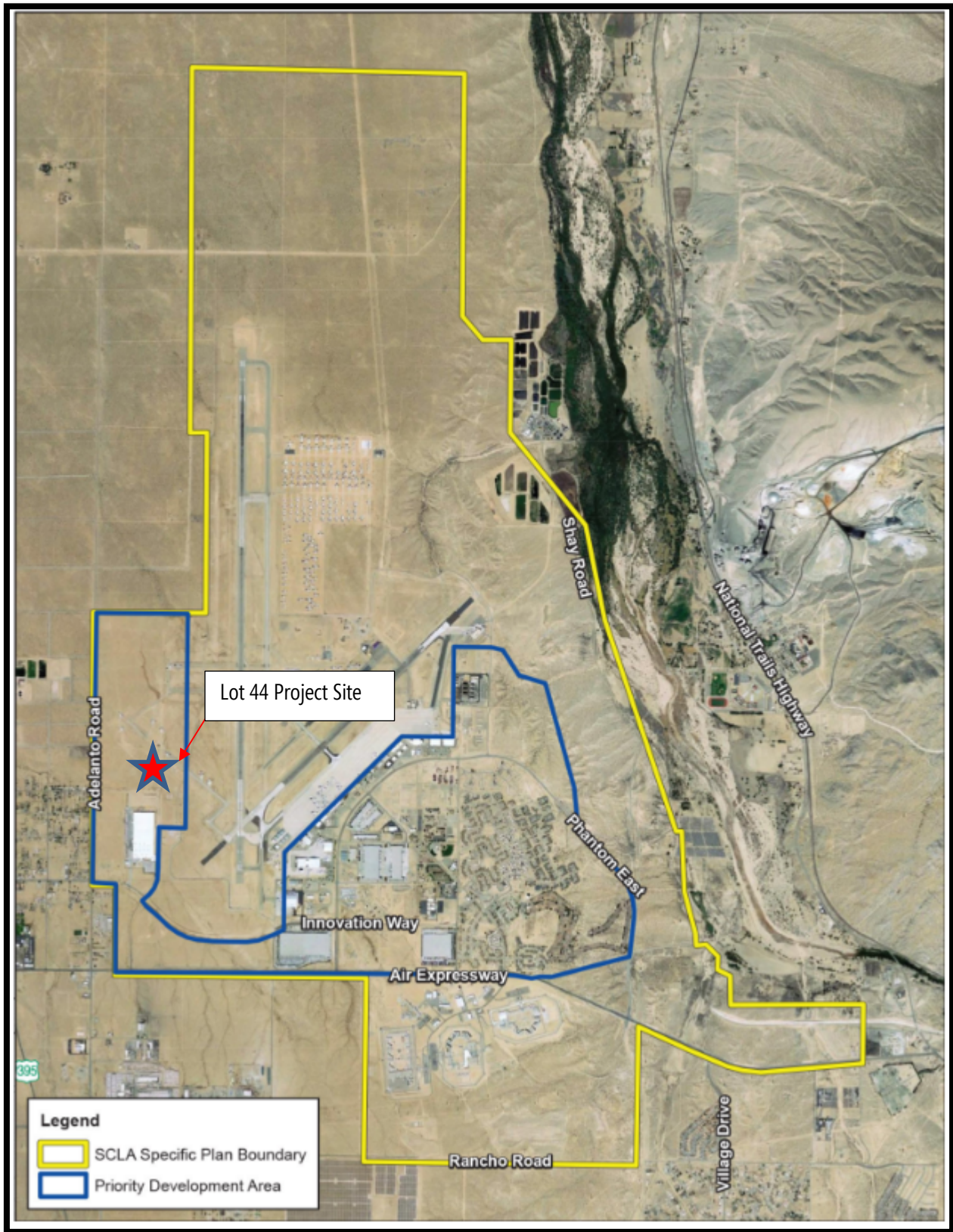
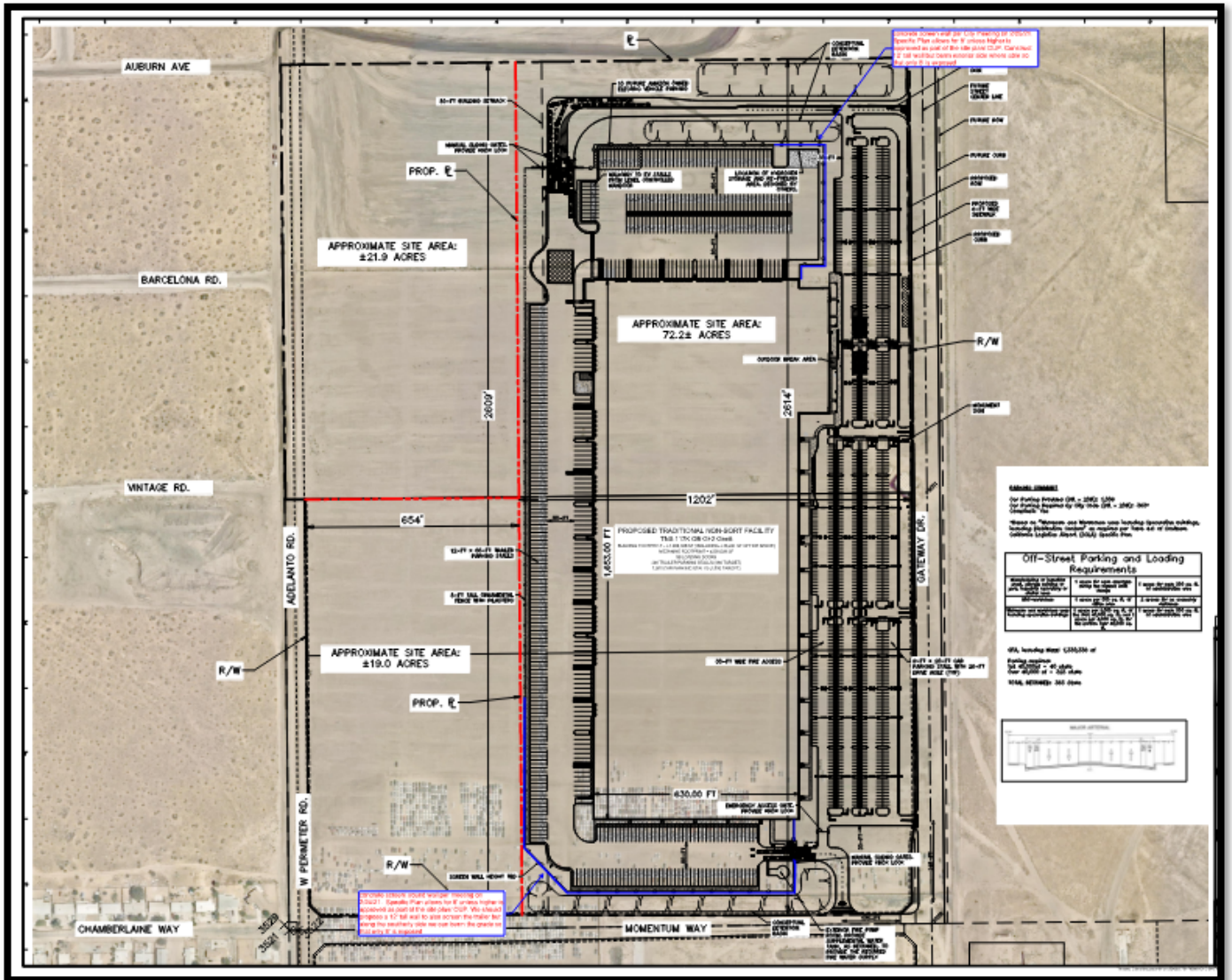


Exhibit 2: Conceptual Site Plan – SCLA Lot 44 Project



As shown in **Table 1**, the proposed high-cube fulfillment center occupies approximately 66.4% of Lot 44 (72.2 out of 108.8 acres) and 49.1% of gross floor area (1,080,308 out of 2,200,000 square feet) assumed in the traffic study while accounting for less than 30% of the daily trips and less than 20% of the peak hour trips that were assumed in the traffic study. While 33.6% of developable site area available remains for future development, there is remaining capacity for over 70% of the daily trips and over 80% of the peak hour trips. Even if a higher generating use (such as light industrial) were to occupy the remaining area of Lot 44, it is unlikely that the trips threshold assumed in the SCLA Specific Plan traffic study would be exceeded.

SCLA Specific Plan Amendment Vehicle Miles Traveled (VMT) Findings

Michael Baker prepared a VMT Assessment dated December 9, 2020 in support of the Environmental Impact Report (EIR) for the proposed SCLA Specific Plan Amendment. A detailed VMT analysis was conducted to determine if the SCLA Specific Plan Amendment would result in a significant transportation impact.

Michael Baker enlisted the assistance of Translutions, Inc. to conduct the project specific travel demand modeling evaluation for the SCLA Specific Plan Amendment using the San Bernardino Transportation Analysis Model (SBTAM). The model was updated to reflect the employment for the project traffic analysis zones (TAZs). Employee forecasts were based on the square feet per employee for each land use using information from the SCAG Employment Density Report conversion factors.

As documented in the SCLA Specific Plan Amendment VMT Assessment and reported in Table 2 of this technical memorandum, the travel demand model calculation results show that the Specific Plan Amendment is anticipated to:

- generate a daily total P-A¹ VMT of 328,593
- generate a daily total O-D² VMT of 496,940
- have a total P-A VMT per Service Population of 23.8
- have a total O-D VMT per Service Population of 36.0

A comparison of the SCLA Specific Plan Amendment P-A VMT per Service Population (23.8) to the Citywide P-A VMT per Service Population (25.0) shows that the SCLA Specific Plan Amendment P-A VMT per Service Population is anticipated to be 95% of the City P-A VMT per Service Population. The SCLA Specific Plan Amendment O-D VMT per Service Population (36.0) compared to the Citywide O-D VMT per Service Population (36.2) is anticipated to be 99% of the City VMT/Service Population. According to the *City of Victorville Vehicle Miles Traveled Analysis Guidelines*, a project is considered to have a less than significant impact if the project VMT per service population is less than the City's VMT General Plan buildout per service population. Therefore, the SCLA Specific Plan Amendment was determined to have a less than significant impact on VMT.

Lot 44 VMT Assessment

To evaluate whether the proposed SCLA Lot 44 Distribution Center Project will have an effect on the findings of the Specific Plan Amendment VMT Assessment, consistency with the land use assumptions and trip generation were evaluated. Trip generation was discussed previously in this memo. The project is anticipated to reduce the overall trip generation for Lot 44, which may result in a decrease in the total VMT. Since a potential reduction in daily traffic and VMT are anticipated, the total VMT would be no greater than the findings in the SCLA Specific Plan Amendment VMT Assessment. A change in a project's scale can affect total daily traffic and total VMT but not necessarily the VMT/service population. For example, a warehouse project with 100 employees driving 50 miles to work would have the same VMT/employee as a warehouse project with 10,000 employees driving 50 miles to work. Thus, VMT/employee changes for Lot 44 would largely be based on the land uses previously/currently proposed, as well as differences in mix of land uses which may promote some internal trip capture (not applicable to the proposed land uses in Lot 44) or regional changes which support shorter trips (i.e. added residential in the area – also not applicable for Lot 44).

¹ P-A = Production - Attraction

² O-D = Origin - Destination

The Specific Plan Amendment land use for Lot 44 includes a total of 1,236 employees. The SCLA Lot 44 Project is estimated to have approximately 850 employees associated with a warehouse which is consistent with the land uses proposed in the Specific Plan Amendment i.e. warehouse, manufacturing and industrial. Since the SCLA Lot 44 Project has less than 1,236 employees with similar land uses, we do not anticipate any changes to the findings of the VMT analysis for the Specific Plan Amendment. However planned development for the remaining 31% of the project site not included in the SCLA Lot 44 Project will need to be evaluated to ensure that the total employees remains below the assumptions included in the model.

As the Project is consistent with the land use assumptions in the Specific Plan Amendment and will generate fewer employee trips than anticipated in the Specific Plan Amendment, the findings of no significance can also be found for the SCLA Lot 44 Distribution Center Project.

Table 2: VMT Summary

	Year 2040	
	City of Victorville* (General Plan Buildout)	SCLA Specific Plan Amendment
Total Daily Project PA VMT		328,593
Total Daily Project OD VMT		496,940
Total Project Employees		13,820
PA VMT Per Service Population	25.0	23.8
OD VMT Per Service Population	36.2	36.0
Percent of City Average	95%	99%

* Threshold values obtained from SBCTA Screening Tool (<https://devapps.fehrandpeers.com/sbctavmt/>)

Conclusions

The land use and trip generation comparison determined the proposed SCLA Lot 44 Distribution Center Project (high-cube fulfillment center) does not exceed the land use quantities and trip generation assumed in the traffic study for the SCLA Specific Plan Amendment within Lot 44. While 33.6% of developable site area is available for future development with remaining capacity of daily and peak hour trips, it is unlikely that the trips threshold assumed in the SCLA Specific Plan Amendment traffic study would be exceeded. In addition, the VMT Assessment prepared for the SCLA Specific Plan Amendment determined the VMT/service population falls below the City's General Plan VMT/service population and therefore, the SCLA Specific Plan Amendment is forecast to have a less than significant transportation impact. Since the SCLA Lot 44 Distribution Center Project is expected to generate less trips than the trips assumed in the SCLA Specific Plan Amendment traffic study for Lot 44, the SCLA Lot 44 Distribution Center Project's VMT/service population is anticipated to fall below the City's General Plan VMT/service population. As such, the SCLA Lot 44 Distribution Center Project is considered to have a less than significant transportation impact and no mitigation measures are required.

If you have any questions pertaining to the results summarized in this letter, please call me at (760) 603-6266.

Sincerely,



Dawn Wilson, PE, TE

Associate Vice President | Transportation Planning Manager