



MEMORANDUM

DATE: October 1, 2021

TO: Tab Johnson

FROM: Ambarish Mukherjee, P.E., AICP

SUBJECT: Apple Valley Commercial Project Vehicle Miles Traveled Analysis Memorandum (LSA Project No. RDE2101)

LSA has prepared this Vehicle Miles Traveled (VMT) Memorandum (Memo) for the Apple Valley Commercial Project (project) in the Town of Apple Valley (Town). The project site is located to the east of the Apple Valley Towne Center, and northeast of the intersection of Westmont Drive and Bear Valley Road. Figure 1 illustrates the regional and project location.

The proposed project includes a 43,000 square feet (sf) supermarket and 6,995 sf of retail space. Thus, the project has a total retail area of 49,995 sf. Figure 2 illustrates the conceptual site plan of the project.

VEHICLE MILES TRAVELED ANALYSIS

On December 28, 2018, the California Office of Administrative Law cleared the revised California Environmental Quality Act (CEQA) guidelines for use. Among the changes to the guidelines was removal of vehicle delay and level of service from consideration under CEQA. With the adopted guidelines, transportation impacts are to be evaluated using the metric of VMT.

The Town adopted its Resolution No. 2021-08 on May 11, 2021. The resolution contains the VMT analysis methodologies. Based on the resolution, the screening criterion from the San Bernardino County (County) *Transportation Impact Study Guidelines* (Guidelines, dated July 9, 2019) was used to determine whether the project can be screened from a VMT assessment.

As per the County Guidelines, local-serving retail projects with areas less than 50,000 sf can be screened out from a VMT assessment. This is because such a project will serve the local community and has the potential to reduce VMT. The project proposes to include a total area of 49,995 sf. Therefore, as per the screening criterion from the County Guidelines, the project could be presumed to have a less than significant VMT impact under CEQA, and could be screened out from a VMT assessment.

ACTIVE TRANSPORTATION ANALYSIS

According to the County Guidelines, a significant impact occurs when a project conflicts with adopted plans, policies, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decreases the performance or safety of such facilities.

Currently, there is no dedicated bike lane along the Bear Valley Road in the project vicinity. Based on the Apple Valley General Plan, dated August 2009, there is a class I Bikeway planned on Bear Valley Road; and the General Plan allows bicycle travel on all public roadways. Since the project will not modify the existing road geometry or driveways, the project will not decrease the performance or safety of any existing or proposed bicycle facility.

According to the Town's General Plan, the Town shall promote the development of pedestrian-oriented retail centers, communitywide trails, and dedicated bike lanes to encourage alternatives to vehicle travel. Within the project vicinity, paved sidewalks are provided on north sides of Bear Valley Road, providing direct and convenient access for visitors arriving project site on foot. The project will not affect any existing sidewalks. As such, the project will not decrease the performance or safety of any existing or proposed pedestrian facility.

The nearest bus stop from the project site is approximately 0.25 miles, and there are several bus stops along Bear Valley Road as well as Apple Valley Road within 0.5 miles of the project site. Victor Valley Transit Authority (VVTA) bus route 43 serves the bus stops along Bear Valley Road, which connects the East and West portions of the Town. Bus route 42 serves the bus stops in project vicinity along Apple Valley Road, and runs North-South across the Town. At present, there are no proposed service changes in VVTA's transit network in the project vicinity. As such, the project will not decrease the performance or safety of any existing or proposed public transit facility.

As such, the project does not conflict with existing or proposed bicycle, pedestrian, and public transit facilities. Therefore, it can be considered to conform to all adopted policies, plans, or programs concerning these facilities and will not have a significant impact.

CONCLUSION

In summary, the project is screened out from a VMT assessment by applying the screening criteria included in the County Guidelines, and is presumed to have a less than significant VMT impact under CEQA.

Should you have any questions, please do not hesitate to contact me at (951) 781-9310 or email me at Ambarish.Mukherjee@lsa.net.

ATTACHMENTS

Figures

Figure 1: Regional and Project Location

Figure 2: Conceptual Site Plan

FIGURES

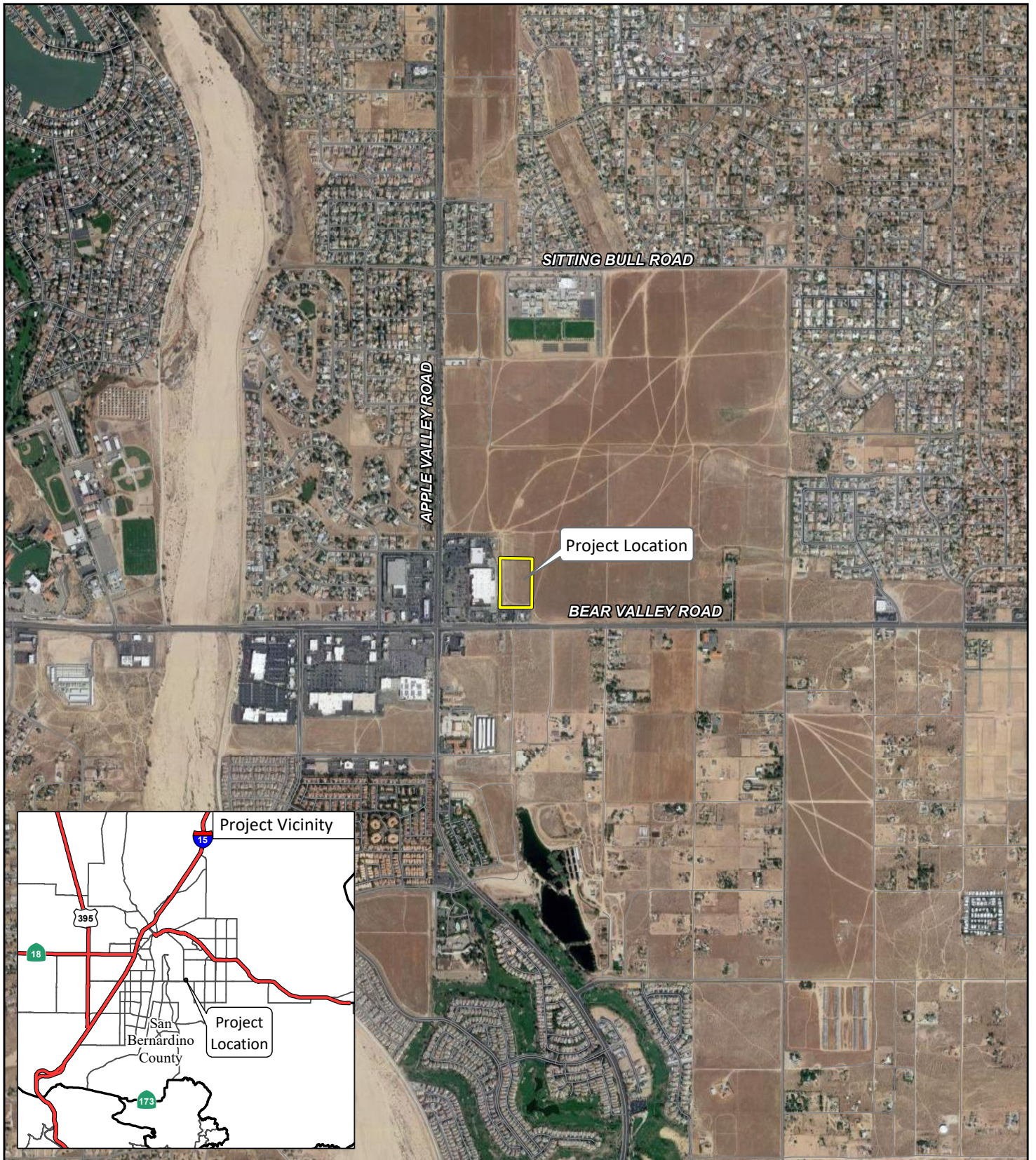
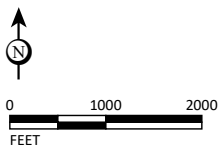


FIGURE 1

LSA



SOURCE: ESRI Streetmap, 2013; Google Earth, 2020.

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Apple Valley Commercial Project
 VMT Analysis Memorandum
 Regional and Project Location

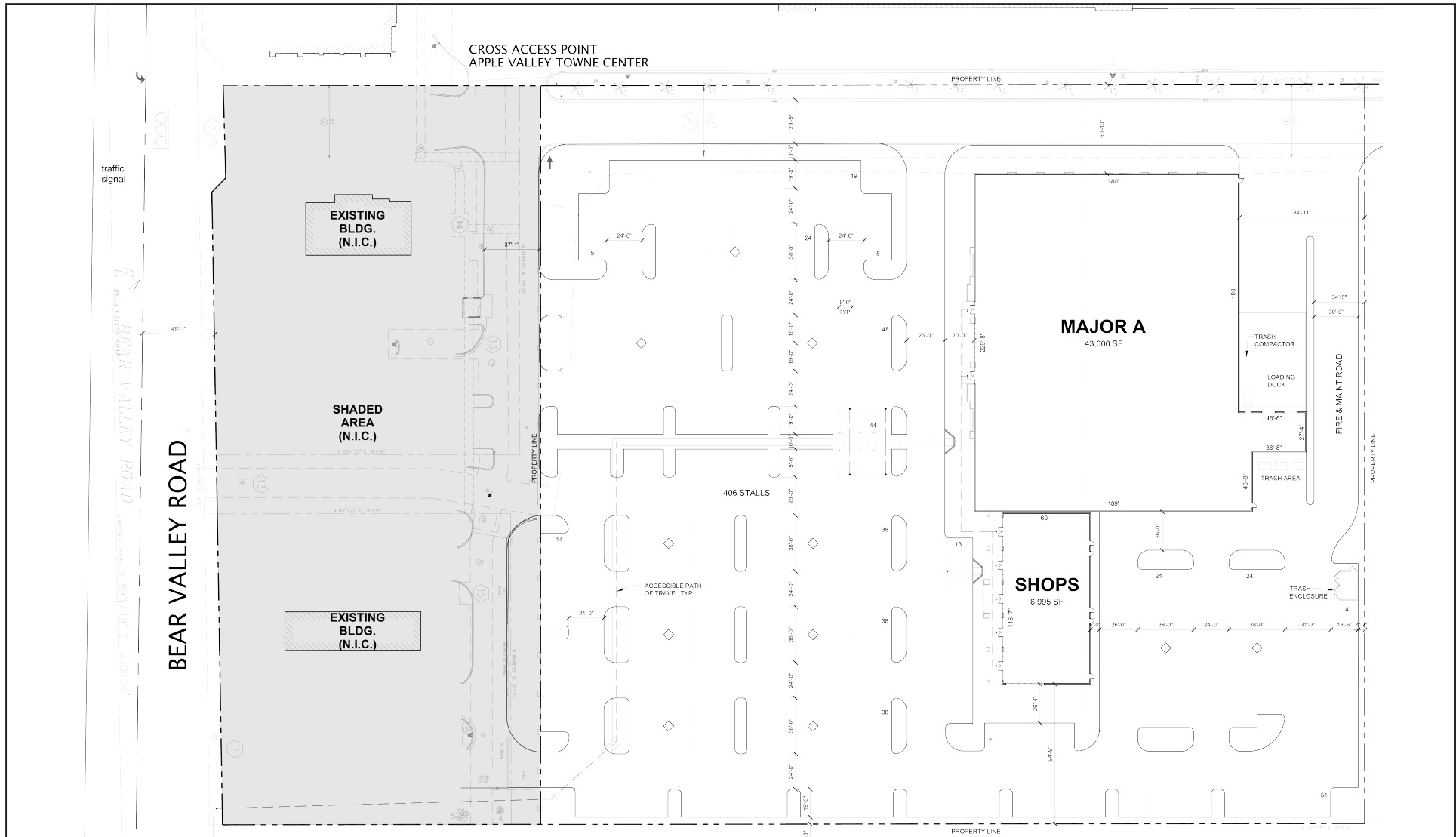


FIGURE 2

