MEMORANDUM

URBAN | CROSSROADS

DATE: November 22, 2023
TO: Tracy Chu, T&B Planning, Inc.
FROM: Alex So, Urban Crossroads, Inc.
JOB NO: 15241-01 VMT

NISQUALLI ROAD TRAILER LOT EXPANSION VEHICLE MILES TRAVELED (VMT) SCREENING EVALUATION (PLN23-00011)

Urban Crossroads, Inc. is pleased to provide the following Vehicle Miles Traveled (VMT) Screening Evaluation for the Nisqualli Road Trailer Lot Expansion (**Project**), which is located on the northeast corner of Enterprise Way and Nisqualli Road in the City of Victorville.

PROJECT OVERVIEW

It is our understanding that ~~the Project is proposing to develop a truck and trailer parking/drop lot on 10.04 gross acres. The site currently accommodates 112 truck and trailer parking stalls and proposes a total of 198 13.5-foot by 60-foot truck and trailer parking stalls (resulting in a net increase of 86 trailer parking stalls). The portion of the site that will be developed with the new trailer stalls is currently vacant and will be developed as an expansion to an existing industrial building located on the northeast corner of Enterprise Way and Nisqualli Road~~. A preliminary site plan for the proposed Project is found in Attachment A.

BACKGROUND

The California Environmental Quality Act (CEQA) requires all lead agencies to adopt VMT as the measure for identifying transportation impacts for land use projects. To comply with CEQA, the City of Victorville adopted Resolution No. 20-031 (June 2020) (**City Guidelines**) (1). This VMT screening evaluation has been developed based on the adopted City Guidelines.

VMT SCREENING

Consistent with City Guidelines, projects that meet at least one of the screening criteria outlined and described below will not require a VMT analysis.

- Daily Vehicle Trips Generated Screening
- Land Use Types Screening

DAILY VEHICLE TRIPS GENERATED SCREENING

The City Guidelines states projects resulting in a net increase of 1,285 or less weekday daily trips can be screened from further VMT study.

The latest ITE Trip Generation Manual (11th Edition, 2021) does not currently have any trip generation rates for a trailer lot. Consistent with the Project's Traffic Analysis (Urban Crossroads, November 2023), Table 1 shows the average trip generation rates based on the average of data collected at three other facilities with similar operations.

TABLE 1: EXISTING EMPIRICAL DATA (DRIVEWAY COUNTS)

Existing Surveyed Sites	Quantity	Units	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Trip Generation Summary of Existing Uses:									
1938 5th Street, San Bernardino[1]	130	Spaces							
Passenger Cars:			0	0	0	4	3	7	99
2-axle Trucks:			1	1	2	0	0	0	4
3-axle Trucks:			2	3	5	3	3	6	85
4+-axle Trucks:			1	4	5	7	1	8	115
Total Trucks (Actual Vehicles)			4	8	12	10	4	14	204
1938 5th St. Total Trips (Actual Vehicles)			**4**	**8**	**12**	**14**	**7**	**21**	**303**
602 W. Agua Mansa Road, Colton[2]	252	Spaces							
Passenger Cars:			3	3	6	2	12	14	124
2-axle Trucks:			1	1	2	0	0	0	3
3-axle Trucks:			6	13	19	16	7	23	250
4+-axle Trucks:			13	4	17	2	5	7	177
Total Trucks (Actual Vehicles)			20	17	37	18	11	29	429
602 W. Agua Mansa Rd. Total Trips (Actual Vehicles)			**23**	**19**	**42**	**20**	**23**	**43**	**553**
11215 Riverside Dr., Jurupa Valley[3]	320	Spaces							
Passenger Cars:			12	7	19	10	16	26	353
2-axle Trucks:			3	4	7	3	0	3	59
3-axle Trucks:			2	2	4	3	5	8	105
4+-axle Trucks:			4	5	9	5	5	10	135
Total Trucks (Actual Vehicles)			9	11	20	11	10	21	299
11215 Riverside Dr. Total Trips (Actual Vehicles)			**21**	**18**	**39**	**21**	**26**	**47**	**652**

[1] Data presented based on driveway counts conducted on February 8, 2022.

[2] Data presented based on driveway counts conducted on November 16, 2021.

[3] Data presented based on driveway counts conducted on March 30, 2021.

Table 2 shows the average trip generation rates for the existing facilities which have been developed based on the number of trailer parking spaces at each site shown on Table 1. The weighted trip generation rates were calculated by dividing the sum of the total trips for all three sites by the sum of the total number of trailer parking spaces for all sites.

TABLE 2: PROJECT TRIP GENERATION RATES

Land Use	Units	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Actual Vehicles:[1]								
Trailer Parking/Drop Lot	Spaces							
Passenger Cars:		0.021	0.014	0.035	0.023	0.044	0.067	0.821
2-axle Trucks:		0.007	0.008	0.015	0.004	0.000	0.004	0.094
3-axle Trucks:		0.014	0.025	0.039	0.031	0.021	0.052	0.626
4+-axle Trucks:		0.026	0.018	0.043	0.020	0.015	0.035	0.608

[1] Weighted average trip generation rate developed from empirical data collected at three other facilities.

Based on the calculated trip generation rates shown on Table 2, the trip generation is summarized on Table 3 for the existing use based on the current 112-space truck and trailer parking/drop lot. As shown on Table 3, the existing use currently generates a total of 242 two-way trip-ends per day.

TABLE 3: EXISTING PROJECT TRIP GENERATION

Land Use	Quantity	Units	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Actual Vehicles									
Existing Trailer Parking/Drop Lot	112	Spaces							
Passenger Cars:			2	2	4	3	5	8	92
2-axle Trucks:			1	1	2	0	0	0	12
3-axle Trucks:			2	3	5	4	2	6	70
4+-axle Trucks:			3	2	5	2	2	4	68
Total Trucks (Actual Vehicles)			6	6	12	6	4	10	150
Total Project Trips (Actual Vehicles)			**8**	**8**	**16**	**9**	**9**	**18**	**242**

Based on the calculated trip generation rates shown on Table 2, the Project trip generation at Project Buildout (with 198 trailer parking spaces) is summarized on Table 4. As shown on Table 4, the Project at Project Buildout is anticipated to generate a total of 426 two-way trip-ends per day.

TABLE 4: PROJECT BUILDOUT TRIP GENERATION

Land Use	Quantity	Units	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Actual Vehicles									
Trailer Parking/Drop Lot	198	Spaces							
Passenger Cars:			4	3	7	5	9	14	162
2-axle Trucks:			1	2	3	1	0	1	20
3-axle Trucks:			3	5	8	6	4	10	124
4+-axle Trucks:			5	4	9	4	3	7	120
Total Trucks (Actual Vehicles)			9	11	20	11	7	18	264
Total Project Trips (Actual Vehicles)			**13**	**14**	**27**	**16**	**16**	**32**	**426**

Note: Proposed Project trip generation includes the existing 112 stalls. As such, the net increase in stalls is 86.

Table 5 summarizes the net change in trip generation for the proposed Project associated with the additional 86 trailer parking stalls (above the 112 existing trailer stalls for a total of 198 trailer parking stalls). As shown on Table 5, the Project is anticipated to generate 184 net new two-way trip-ends.

TABLE 5: NET NEW PROJECT TRIP GENERATION

Trip Generation Comparison	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Actual Vehicles:							
Existing Use							
Passenger Cars:	2	2	4	3	5	8	92
Trucks (Actual Vehicles):	6	6	12	6	4	10	150
Total Existing:	8	8	16	9	9	18	242
Proposed Project							
Passenger Cars:	4	3	7	5	9	14	162
Trucks (Actual Vehicles):	9	11	20	11	7	18	264
Total Proposed Project:	13	14	27	16	16	32	426
Net Change in Trips							
Passenger Cars:	2	1	3	2	4	6	70
Trucks (Actual Vehicles):	3	5	8	5	3	8	114
Net Change in Trips:	**5**	**6**	**11**	**7**	**7**	**14**	**184**

Note: Positive trips reflects net increase in trips from the existing use.

As shown on Table 2, the Project is anticipated to generate a net new 184 two-way trip-ends per day, which is below the 1,285 daily trip threshold.

Daily Vehicle Trips Generated Screening criteria is met.

LAND USE TYPES SCREENING

The City Guidelines identifies certain land use types such as retail under 122,000 square feet, warehousing under 829,000 square feet, light industrial under 296,000 square feet and local essential services like K-12 schools and day care centers as having a less than significant VMT impact.

Although not specifically identified in the City Guidelines, local serving land uses can also include community resources such as trailer storage that may otherwise be located outside of the city or local area. By improving destination proximity, local serving uses lead to shorten[illegible]rip lengths and reduced VMT. The proposed Project consists of a 198-space trailer lot on 8.3 acres and will be providing trailer storage for the existing industrial building located on the northeast corner of Enterprise Way and Nisqualli Road. As a result, the trips are expected to be local serving and therefore have a less than significant impact on VMT.

Land Use Types screening criteria is met.

CONCLUSION

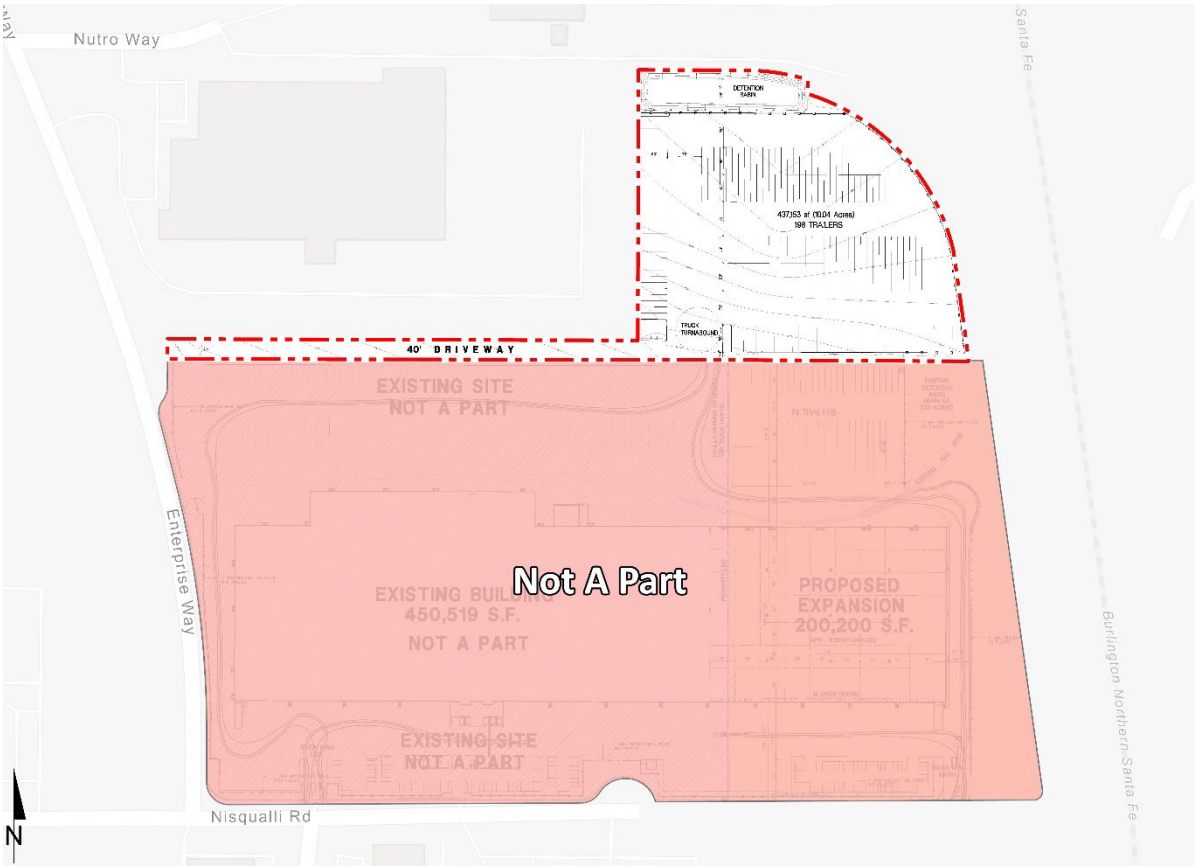
In summary, the Project was evaluated consistent with Resolution No. 20-031, and was found to meet the Daily Vehicle Trips Generated screening criteria and the Land Use Types screening criteria. Therefore, the Project is presumed to have **a less than significant impact** and no further VMT analysis is required.

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

REFERENCES

1. **City of Victorville.** Resolution No. 20-031 A Resolution of the City Council Adopting Local Guidelines for Vehicle Miles Traveled (VMT) Thresholds of Significance for Purposes of Analyzing Transportation Impacts Under the California Environmental Quality Act (CEQA). City of Victorville : City of Victorville, June 2020.

ATTACHMENT A
PRELIMINARY SITE PLAN


Nutro Way
Santa Fe
RETENTION BASIN
437,153 sf (10.04 Acres)
198 TRAILERS
TRUCK TURNAROUND
40' DRIVEWAY
EXISTING SITE
NOT A PART
78 TRAILERS
Not A Part
Enterprise Way
EXISTING BUILDING
450,519 S.F.
NOT A PART
PROPOSED
EXPANSION
200,200 S.F.
EXISTING SITE
NOT A PART
Nisqualli Rd
Burlington Northern Santa Fe
N