
APPENDIX I

TRIP GENERATION AND VMT MEMO



CARLSBAD
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PALM SPRINGS
POINT RICHMOND
RIVERSIDE
ROSEVILLE
SAN LUIS OBISPO

July 18, 2024

Jared Jerome
Associate Planner
Monterey Business Center
58928 Business Center Drive
Yucca Valley, California 92284

Subject: Sun Mesa Mini Storage Project Trip Generation and Vehicle Miles Traveled
Memorandum (LSA Project No. 20231230)

Dear Jared:

LSA Associates, Inc. (LSA) has prepared this Trip Generation and Vehicle Miles Traveled (VMT) Analysis memorandum (Memo) for the proposed Sun Mesa Mini Storage Project (project) in the Town of Yucca Valley (Town) in San Bernardino County (County). The project consists of an approximately 94,500-square foot (4.34-acre) mini storage facility and associated parking facilities. The project site is located southeast of the intersection of Newton Lane/Sun Mesa Drive, with site access provided along Newton Lane. The project is consistent with the Town's General Plan land use and zoning designation. Figure 1 (all figures and table attached) illustrates the regional and project location. Figure 2 illustrates the conceptual site plan for the project.

The objectives of this Memo are as follows:

- To estimate the trip generation for the proposed project and determine whether a Transportation Impact Study (TIS) will be required for the project; and
- To determine whether a VMT analysis will be required for the proposed project.

TRIP GENERATION ANALYSIS

It is LSA's understanding that the Town of Yucca Valley does not have their own TIS guidelines. As such, this analysis has been prepared based on requirements included in the *San Bernardino County Transportation Impact Study Guidelines*, dated July 2019 (TIS Guidelines) for traffic analysis purposes. According to the County's TIS Guidelines, a detailed LOS study may not be required if the project is estimated to generate less than 100 peak hour trips.

The trip generation for the project was developed using rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition) for Land Use 151 – "Mini-Warehouse (Self-Storage)". Table A summarizes the project trip generation and shows that the proposed project is anticipated to generate 9 trips in the a.m. peak hour, 15 trips in the p.m. peak hour, and 137 daily trips.

As per the County's TIS Guidelines, a TIS may not be required for the proposed project if it generates less than 100 peak hour trips. The anticipated number of peak hour trips generated by the proposed

project is less than the 100-trip threshold. Furthermore, to determine the study area, the proposed project would need to add 50 or more peak hour trips to the arterial roadway system. Since the project does not generate 50 peak hour trips, a TIS may not be required for this 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 the removal of vehicle delay and level of service as the sole basis of determining CEQA impacts. With the implementation of the adopted guidelines, transportation impacts are to be evaluated based on a project's effect on VMT. The County's TIS Guidelines includes significant thresholds, requirements, recommended methodologies, and procedures for VMT analysis for projects within the County.

Based on the County's TIS Guidelines Section 4.1 "Analysis Methodology", a project can be screened out from a VMT analysis if it is located within a low VMT zone.

According to the County's Guideline, the significance threshold for a project is 4 percent below the unincorporated county's baseline VMT per capita/employee. Therefore, this threshold has been used to determine whether a project is located within a low VMT zone. Additionally, given that the project is not located within unincorporated county, the low VMT zone was determined by evaluating whether the project Traffic Analysis Zone (TAZ) VMT is 4 percent below the entire County's baseline VMT profile.

As recommended in the County's TIS Guidelines, the San Bernardino County Transportation Authority (SBCTA) screening tool was used to evaluate whether the project is in a low-VMT area, using VMT per worker as the VMT metric. Based on the results obtained from the SBCTA screening tool, the baseline VMT of the proposed project's TAZ is 9.6, which is 43.19 percent below the baseline County average of 16.9 VMT/worker. As such, the project is located within a low-VMT zone using VMT per worker/employee metric. Appendix A illustrates the output of the tool. Therefore, the project could be potentially screened out from a detailed VMT analysis and is anticipated to have a less than significant VMT impact.

ACTIVE TRANSPORTATION AND PUBLIC TRANSIT ANALYSIS

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

Currently, there are no existing bicycle facilities adjacent to project site. Based on the Circulation Element of Yucca Valley General Plan (GP), adopted February 2014, a proposed Class II bicycle lanes will be added along Buena Vista Drive. These future bicycle facilities will connect south of the project site to an extensive planned bicycle network. As such, the project will not decrease the performance or safety of any existing or proposed bicycle facilities.

According to the Circulation Element, limited continuous sidewalks are provided along major routes in the Town and most roads throughout Yucca Valley do not have sidewalks. Currently, there are no paved and continuous sidewalk facilities available within the project vicinity. As such, the project will

not decrease the performance or safety of the existing pedestrian facilities near the project frontage.

Morongo Basin Transit Authority (MBTA) is the public transit agency serving the Town of Yucca Valley. MBTA currently has five fixed routes in the region. Fixed bus route 21 operates the closest to the project vicinity. However, there are no bus stops that operates within the project vicinity. It provides services with bus stops located on Arrow Boulevard and Juniper Avenue. At present, there are no proposed service changes in MBTA transit network due to implementation of the project. As such, the project will not decrease the performance or safety of any existing or proposed public transit facilities.

As summarized above, the project does not conflict with any 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.

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

Sincerely,

LSA



Ambarish Mukherjee, AICP, PE
Principal

Attachments:

- Figure 1: Regional and Project Location
- Figure 2: Conceptual Site Plan
- Table A: Project Trip Generation
- Appendix A: VMT Screening Result

FIGURES



FIGURE 1

LSA

LEGEND

 Project Location

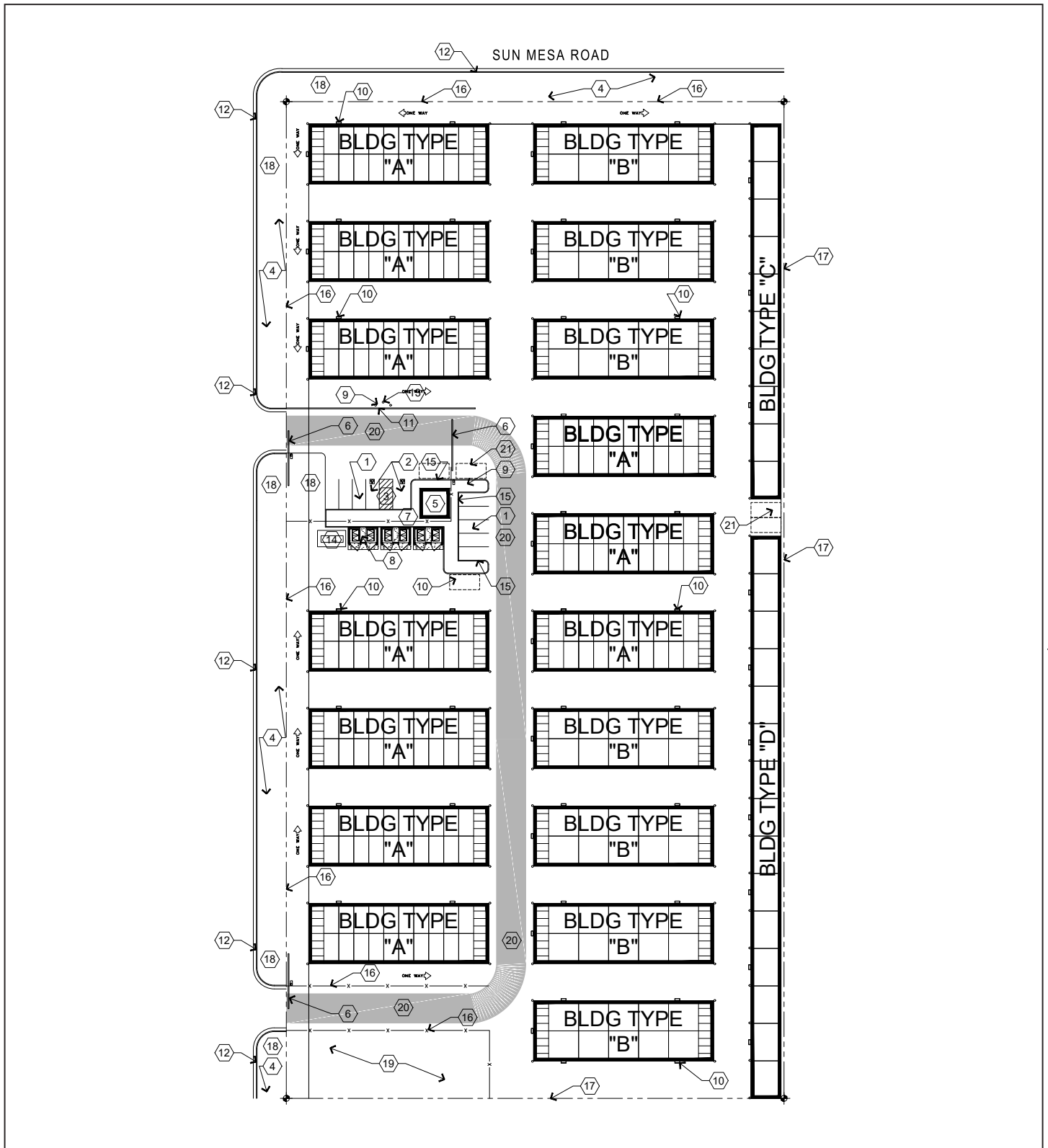


0 170 340
FEET

SOURCE: ESRI Streetmap, 2021; Google Earth, 2022.

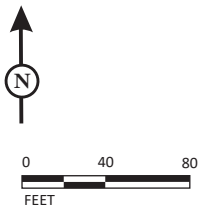
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Sun Mesa Mini Storage Project
Trip Generation and Vehicle Miles Traveled Memorandum
Regional and Project Location



LSA

FIGURE 2



SOURCE: DRP Enterprise, August 2022.

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Sun Mesa Mini Storage Project
Trip Generation and Vehicle Miles Traveled Memorandum
Conceptual Site Plan

TABLE

Table A - Project Trip Generation

Land Use	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Mini-Warehouse (Self-Storage)	94.5 TSF							
Trips/Unit ¹		0.05	0.04	0.09	0.07	0.08	0.15	1.45
Trip Generation		5	4	9	7	8	15	137

Notes:

TSF = Thousand Square Feet

¹ Rates based on Land Use 151 - "Mini-Warehouse" from the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition, Setting/Location - "General Urban/Suburban."

APPENDIX A

VMT SCREENING RESULT



Complete #1 - 4, Then Click 'Run'



#2. Select the VMT Metric. Note each jurisdiction may have adopted a different metric by which they measure VMT. Please consult with the jurisdiction to verify which metric to use for your analysis.*

PA VMT Per Worker



#3. Select the Baseline Year. The years available for analysis are from 2016 to 2040.*

2024



#4. Select the Threshold (% reduction from baseline year). Note each jurisdiction may have adopted a different metric by which they measure VMT. Please consult with the jurisdiction to verify which metric to use for your analysis.*

Below County Baseline (0%)



Project Area VMT (2 of 2)



Assessor Parcel Number (APN)	059711167
Traffic Analysis Zone (TAZ)	53985101
TAZ VMT	9.6
Jurisdiction VMT	16.9
% Difference	-43.19%
VMT Metric	PA VMT Per Worker
Threshold	16.9

[Zoom to](#)

Map Layers



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



0 100 200ft