



TECHNICAL MEMORANDUM

TO: For applicant submittal to the CITY OF VICTORVILLE

FROM: Perrie Ilercil, Senior Engineer | GANDDINI GROUP, INC.

DATE: May 6, 2025

SUBJECT: Roy Rogers Drive Commercial Project Transportation Screening Assessment
GGI Project No. 19813

Ganddini Group, Inc. is pleased to provide this Transportation Screening Assessment for the Roy Rogers Drive Commercial project in the City of Victorville. The purpose of this memorandum is to determine if the preparation of a traffic impact analysis with level of service (LOS) analysis or vehicle miles traveled (VMT) analysis is necessary based on the transportation study guidelines and screening criteria established by the City of Victorville. We trust the findings of this analysis will aid the City of Victorville in assessing the project.

PROJECT DESCRIPTION

The 3.42-acre project site (APN: 3106-201-20, 21, 22 and 29) is located between Roy Rogers Drive and Midtown Drive east of Amargosa Road in the City of Victorville, California. The project site is currently vacant and zoned commercial (C-2).

The proposed project involves the development of 43,957 square feet of tractor supply store. Vehicle access for the project site is proposed via driveways on Midtown Drive and Roy Rogers Drive. The proposed site plan is shown in Attachment A.

TRIP GENERATION

Table 1 shows the proposed project trip generation forecast is based on average rates obtained from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition, 2021) for Land Use Code 810 (Tractor Supply Store). As shown in Table 1, the proposed project is forecast to generate a total of 466 daily trips, including 44 trips during the AM peak hour and 62 trips during the PM peak hour.

CRITERIA FOR THE PREPARATION OF TRAFFIC IMPACT ANALYSES

The project has been assessed to determine if the preparation of a traffic impact analysis with level of service (LOS) analysis and vehicle miles traveled (VMT) analysis is necessary using the City-established criteria as specified in specified in the *County of San Bernardino Transportation Impact Study Guidelines*, July 2019 ["County TIS Guidelines"] and City of Victorville Resolution 20-031: *Guidelines for Vehicle Miles Traveled (VMT) Thresholds of Significance for Purposes of Analyzing Transportation Impacts Under the California Environmental Quality Act (CEQA)*. (June 2020) ["City VMT Guidelines"].

Level of Service Screening Criteria (General Plan Conformity)

As specified in the County TIS Guidelines, the requirement to prepare a transportation impact study with level

of service (LOS) analysis should be based on one or more of the following criteria:

- If a project generates more than 100 or more trips without consideration of pass-by trip reductions during any peak hour.
- If a project is located within 300 feet of the intersection of two streets designated as Collector or higher on the County's General Plan circulation system or an impacted intersection as determined by the County Traffic Division.
- If the project creates safety or operational concerns.
- If a project generates less than 100 trips without consideration of pass-by trip reductions during any peak hour, a study may be required if there are special concerns.

The proposed project is forecast to generate fewer than 100 peak hour trips and is located more than 300 feet from the nearest intersection of two streets designated as Collector or higher on the County's General Plan circulation system. Assuming the project shall construct all on-site and off-site improvements (if any) following County design standards, the project should not create any new safety or operational concerns. Therefore, the project does not warrant the preparation of a transportation impact study with LOS analysis based on the City adopted screening criteria and LOS impacts may be presumed to be negligible.

Vehicle Miles Traveled Screening Criteria (CEQA)

The vehicle miles traveled (VMT) screening assessment has been prepared in accordance with City VMT Guidelines, which were developed based on guidance from the Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA* (State of California, December 2018) ["OPR Technical Advisory"]. In general terms, VMT quantifies the amount and distance of automobile travel attributable to a project or region. The OPR Technical Advisory provides technical considerations regarding methodologies and thresholds with a focus on office, residential, and retail developments as these projects tend to have the greatest influence on VMT.

The City VMT Guidelines (Exhibit 1) identify the following two types of screening criteria: 1) Daily Vehicle Trip Thresholds Screening; and 2) Land Use Types Screening. The project need only satisfy one of the following screening criteria:

Daily Vehicle Trip Threshold

In accordance with the City VMT Guidelines, Projects generating less than 1,285 or less weekday daily trips¹ are small enough to not warrant assessment and are presumed to have a less than significant impact. The latest edition of the Institute of Transportation Engineers (ITE) *Trip Generation Manual* will be used to estimate the daily trip generation. If the ITE Manual does not have studies specific to a land use, other trip generation studies may be used.

As previously shown in Table 1, the proposed project consists of 43,957 square feet tractor supply store and is forecast to generate less than 1,285 weekday daily trips; therefore, the proposed project satisfies the City-established daily trip screening criteria.

¹ The term vehicle refers to on-road passenger vehicles, specifically cars and light trucks. Heavy-duty trucks should only be included in a traffic impact analysis for modeling convenience and ease of calculation (e.g., where data provided combine auto and heavy freight VMT), but should not contribute to a finding of significant traffic (VMT) impact under any circumstances.

Land Use Types

Because local serving projects generally redistribute trips, some project types have been identified as having the presumption of less than significant VMT. The following land uses types will be used for screening.

- Single-family or multifamily residential – 136 dwelling units or less
- Office – 227,000 square feet
- Retail – 122,000 square feet
- Warehousing – 829,000 square feet
- Light industrial – 296,000 square feet
- K-12 public school
- Daycare/childcare/pre-k
- Affordable housing
- Student housing
- Community institutions, social services, and public buildings

Since the proposed project consists of less than 122,000 square feet of retail, the proposed project satisfies the City-established screening criteria for land use types and may be presumed to result in a less than significant VMT impact.

CONCLUSION

The proposed project is forecast to generate approximately 466 daily trips, including 44 trips during the AM peak hour and 62 trips during the PM peak hour.

The proposed project satisfies the City-adopted level of service (LOS) screening criteria for projects generating fewer than 100 peak hour trips and more than 300 feet from a classified intersection. Therefore, the project does not warrant the preparation of a transportation impact study with LOS analysis based on the City-adopted LOS screening criteria.

The proposed project satisfies the County-established vehicle miles traveled (VMT) screening criteria for projects generating less than the daily vehicle trip threshold and land use types. Therefore, preparation of a transportation impact study with VMT analysis is not warranted, and the project may be presumed to result in a less than significant VMT impact.

It has been a pleasure to assist you with this project. Should you have any questions or comments, please contact Perrie Ilcercil at (714) 795-3100 ext. 103 or perrie@ganddini.com.

**Table 1
Project Trip Generation**

Trip Generation Rates									
Land Use	Source ¹	Land Use Variable ²	AM Peak Hour			PM Peak Hour			Daily Rate
			% In	% Out	Rate	% In	% Out	Rate	
Tractor Supply Store	ITE 810	TSF	62%	38%	0.99	47%	53%	1.40	10.61

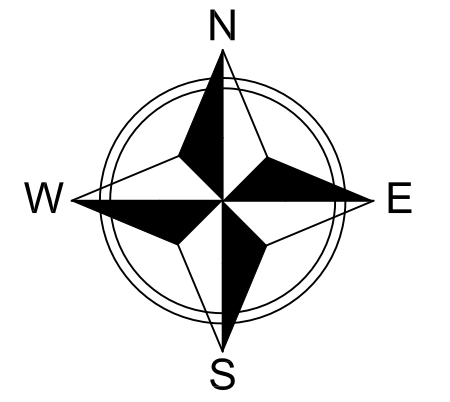
Trips Generated									
Land Use	Source	Quantity	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Tractor Supply Store	ITE 810	43,957 TSF	27	17	44	29	33	62	466
TOTAL PROPOSED TRIPS GENERATED			27	17	44	29	33	62	466

Notes:

1. ITE = Institute of Transportation Engineers *Trip Generation Manual* (11th Edition, 2021); ### = Land Use Code.
All rates based on General Urban/Suburban setting.
2. TSF = Thousand Square Feet.
3. In the absence of a AM and daily rates for ITE 810 (Tractor Store), the ratio of the available PM rate (ITE 810) to PM rate (ITE 818: Building Materials and Lumber Store) was used as shown below to determine the equivalent AM and daily rates.
[(PM rate 810)/(PM rate 818) x AM rate 818 = AM rate 810] and [(PM rate 810)/(PM rate 818) x daily rate 818 = daily rate 810].

ATTACHMENT A

SITE PLAN



Victorville, CA
Roy Rodgers Rd.

Site Plan

Site Data Summary

Building Summary:
Tractor Supply:
Indoor: ~23,957 SF
Outdoor: ~20,000 SF

Existing Zoning: Commercial (C-2)
Jurisdiction: City of Victorville

Area Summary:
Tractor Supply: 3.42 AC (148,812 SF)
Parcel ID: 310620120, 310620121,
310620122, 310620129

Vehicular Parking Summary:
Ratio: 1 space per 200
Minimum Required Retail 1: 120
Provided: 120
Stall Size: 10' x 20'

Setback:
Front: 10'
Side: 0'
Rear: 0'

Buffers:
Front: 10'
Side: 0'
Rear: 10'

----- Boundary of Demised Premises

Fenced Outdoor Display Area

Permanent Sidewalk Display Areas

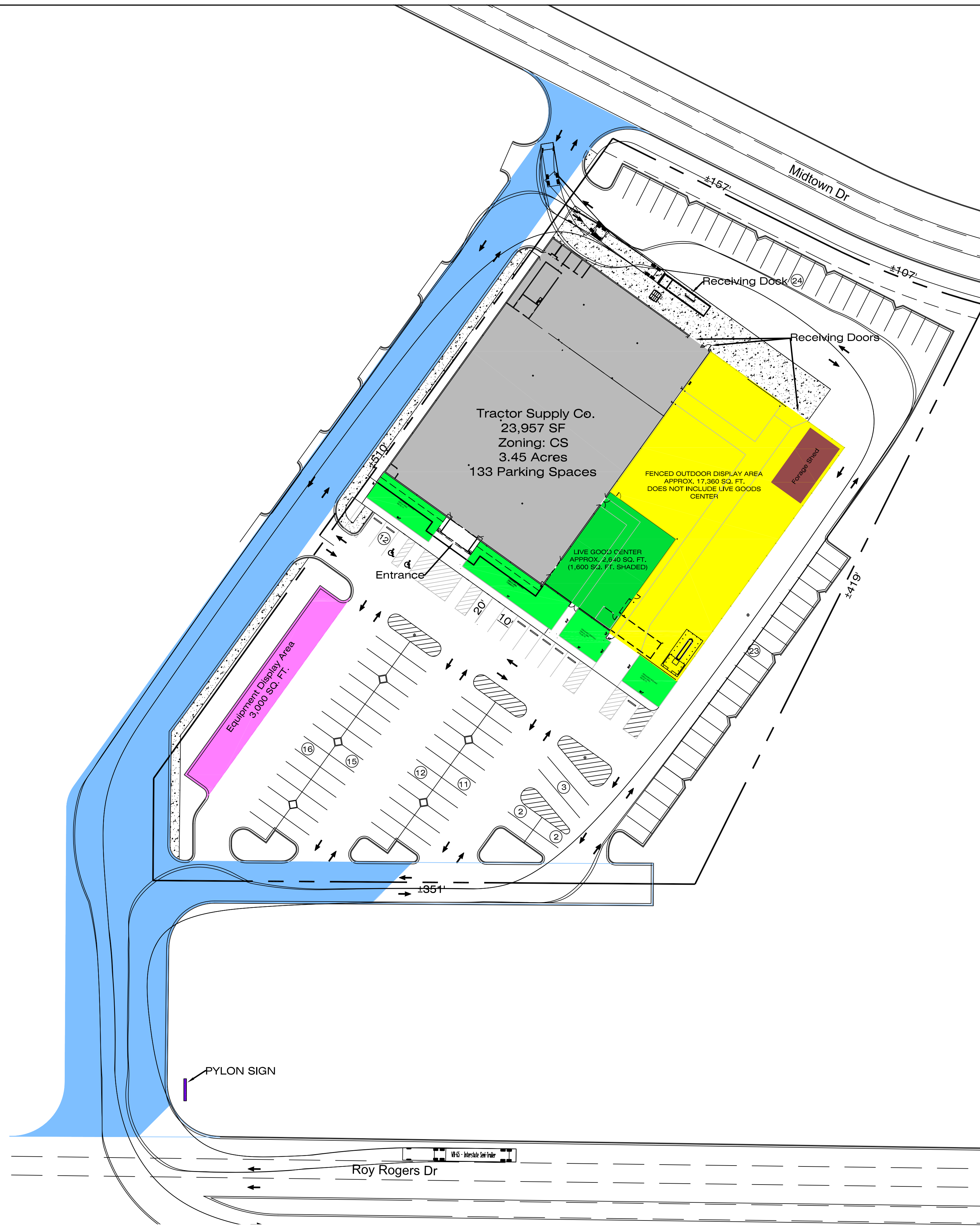
Live Good Center Area

Permanent Trailer & Equipment Display Area

Easement/Shared/Other Protected Areas

Pylon Sign

Forage Shed



- NOTE:
1. PLAN IS BASED ON PRELIMINARY INFORMATION AND TO BE USED FOR SCHEMATIC PURPOSES ONLY NOT FOR CONSTRUCTION.
 2. CURB CUTS HAVE NOT BEEN REVIEWED OR APPROVED BY STATE AND LOCAL DOT.
 3. ALL ACREAGES, METES, AND BOUNDS SUBJECT TO SURVEY.
 4. ANY LANDSCAPING SHOWN IS AN APPROXIMATE LOCATION. FINAL DESIGN WILL BE DONE BY A LICENSED PROFESSIONAL.

Date Updated: 12/15/23	Drawn By: JP
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Prepared For:

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