APPENDIX G

TRAFFIC ASSESSMENT

TRAFFIC ASSESSMENT
FOR THE PROPOSED AUTOZONE PROJECT
APN: 0357-421-16-0000
TRSTY-2021-00020

IN THE
COUNTY OF SAN BERNARDINO

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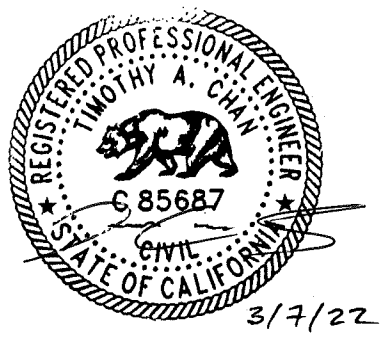


INTRODUCTION

This Traffic Assessment has been prepared to evaluate the project-related traffic associated with the proposed development of an AutoZone located on a portion of a parcel on the southeast corner of the intersection of Escondido Avenue and Ranchero Road in the community of Oak Hills in San Bernardino County. The project location, in its regional setting, is shown on **Figure 1**. The purpose of this report is to provide an evaluation of trips generated by the AutoZone and an assessment of Vehicle Miles Traveled (VMT) associated with the project.

PROJECT DESCRIPTION

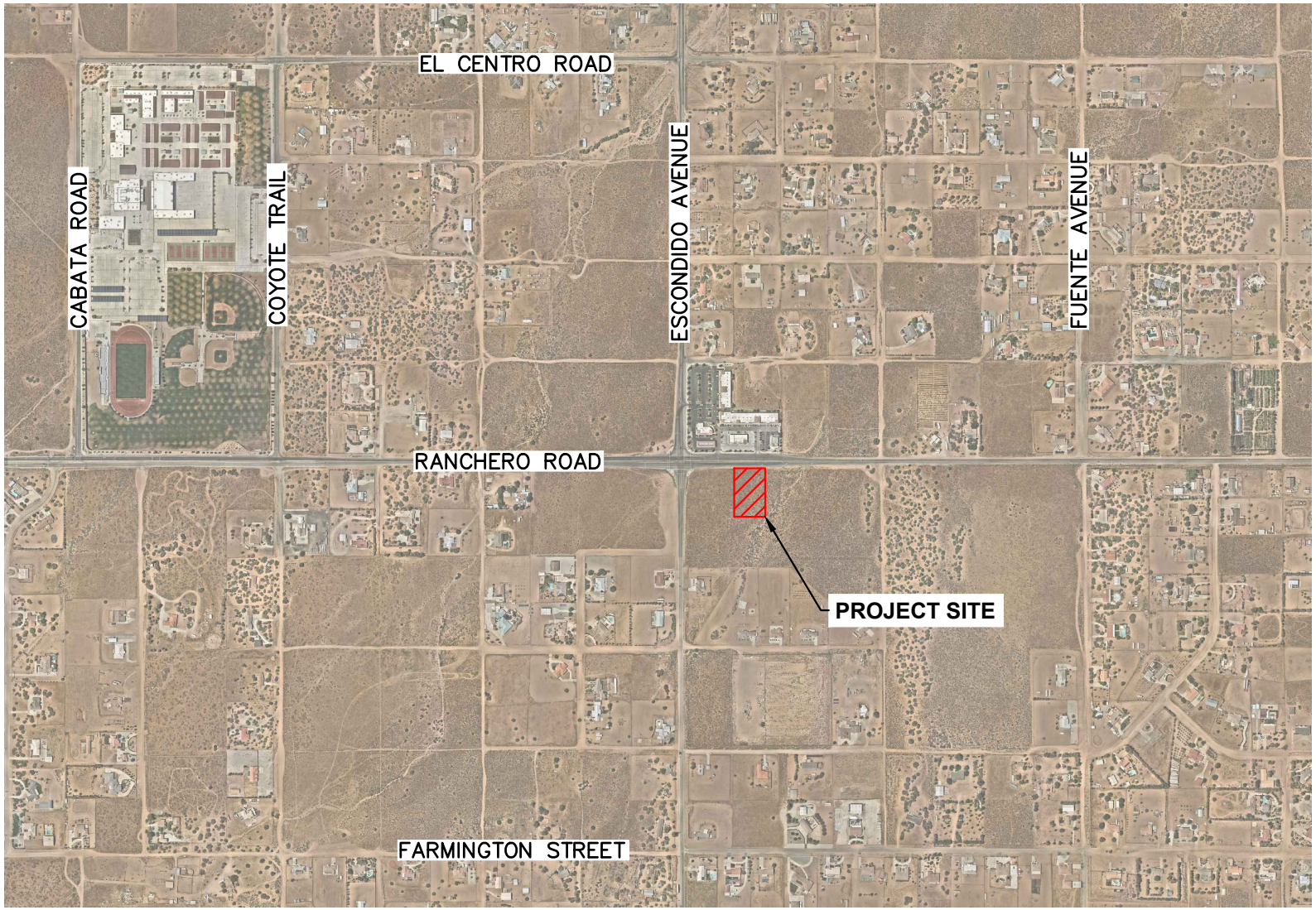
The project parcel is bounded by Ranchero Road to the north and vacant land to the south and east, and Escondido Avenue to the west. The applicant proposes to construct a 6,797-square-foot AutoZone store on the eastern lot of a vacant parcel. The western lot would be developed as a gas station but is not a part of this project. The project site plan is shown on **Figure 2**. Ingress and egress to the site will be provided via two unsignalized driveways – one driveway on Escondido Avenue and one driveway on Ranchero Road.

The County of San Bernardino General Plan land use designation for the site is Neighborhood Commercial (CN), which allows for retail trade and personal services, repair services, lodging services, professional services, recreation and entertainment services, and similar uses. The project is consistent with the existing land use designation and would not require a zone change.

PROJECT TRIP GENERATION

Trip generation estimates for the project are based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition) trip generation rates for an Automobile Parts and Service Center (Land Use 943).

Daily, morning peak hour, and evening peak hour trip generation estimates are summarized on **Table 1**. The project is estimated to generate a total of 113 daily trips, with 13 morning peak hour trips (9 inbound and 4 outbound) and 14 evening peak hour trips (5 inbound, 9 outbound). Per San Bernardino County Transportation Impact Guidelines (July, 2019), the project trips do not exceed the 100-trip threshold in any peak hour to require additional analysis.



NOT TO SCALE

FIGURE 1
VICINITY MAP

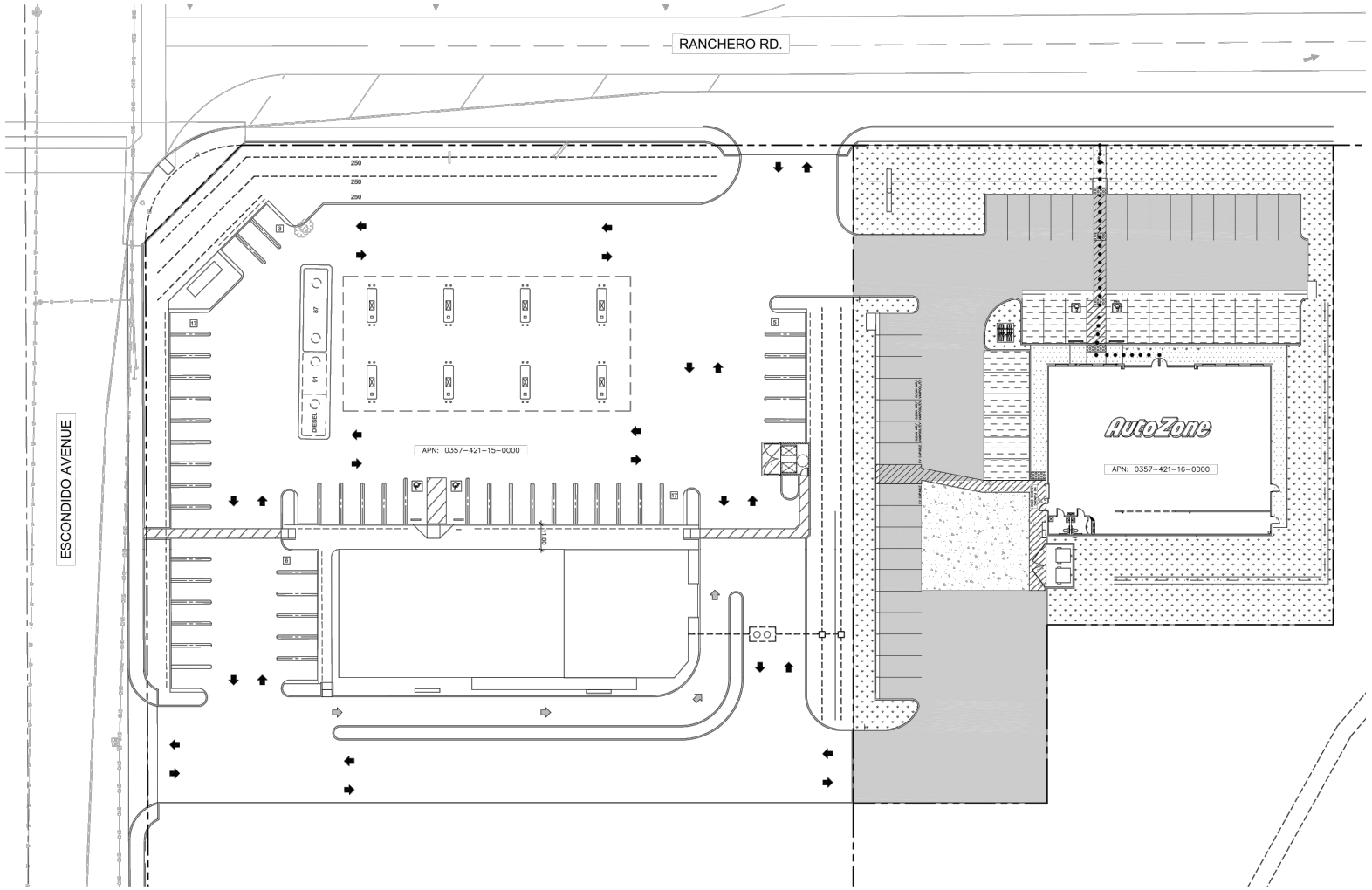


FIGURE 2
PROJECT SITE PLAN

TABLE 1
SUMMARY OF PROJECT TRIP GENERATION
PROPOSED AUTOZONE PROJECT

Land Use	ITE Code	Unit	Trip Generation Rates [1]						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Automobile Parts and Service Center	943	KSF	16.60	1.375	0.535	1.91	0.803	1.257	2.06

Land Use	Quantity	Unit	Trip Generation Estimates						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Automobile Parts and Service Center	6.797	KSF	113	9	4	13	5	9	14
Total Project Trips			113	9	4	13	5	9	14

[1] Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition

VMT ASSESSMENT

With the passage of Senate Bill (SB) 743 by the California Legislature in September 2013, VMT has become an important indicator for determining if a new development will result in a "significant transportation impact" as required by the California Environmental Quality Act (CEQA). Under SB 743, the state Office of Planning and Research (OPR) was charged with developing new guidelines for evaluating transportation impacts under CEQA in order to replace methods measuring automobile delay and Level of Service. In response to this mandate, the OPR proposed, and the California Natural Resources Agency adopted CEQA Guidelines Section 15064.3, which indicates that VMT exceeding an applicable threshold of significance is the most appropriate measure for evaluating a project's transportation impacts. Section 15064.3 goes on to clarify that except for projects regarding roadway capacity, "…a project's effect on automobile delay does not constitute a significant environmental impact." The OPR further elaborates on VMT metrics within the *Technical Advisory on Evaluating Transportation Impacts in CEQA* document, published in December 2018.

The Technical Advisory establishes that, for commercial uses, impact should be established based on the net increase in VMT. However, the document further establishes that local-serving commercial uses, such as an automobile parts store in this case, can be determined to result in an overall VMT reduction. These provisions have since been reflected in the County of San Bernardino's Transportation Impact Study Guidelines, which provide direction on matters regarding VMT evaluation.

Local-serving commercial uses, particularly in urban areas, primarily serve pre-existing needs and as a result do not generate new trips because there are existing demands. As a result, local-serving commercial uses less than 50,000 square feet can be presumed to reduce trip lengths when a new site is proposed and would therefore have a less-than-significant impact. For instance, a customer may travel to the new development because of a closer proximity to other automobile parts stores in the area and is therefore not a new trip. These customers will access the proposed site because it is closer to their

origin, or because the site is more convenient than similar sites in the vicinity. This results in an existing trip on the roadway network becoming shorter, rather than a new trip being added to the roadway network. In accordance with the Technical Advisory and with the County of San Bernardino Transportation Impact Study Guidelines, it is appropriate that the proposed project be presumed to result in a less-than-significant VMT impact and support the goals of SB 743.

CONCLUSIONS AND RECOMMENDATIONS

Kimley-Horn completed a Traffic Consistency Analysis for the proposed AutoZone Project located on a portion of a parcel on the southeast corner of the intersection of Escondido Avenue and Ranchero Road in the community of Oak Hills in San Bernardino County. The report assesses project impacts by providing a qualitative VMT analysis with the addition of project traffic.

The applicant proposes to construct a 6,797-square-foot AutoZone store on the eastern lot of a vacant parcel. The western lot would be developed as a gas station but is not a part of this project. Ingress and egress to the site will be provided via two unsignalized driveways – one driveway on Escondido Avenue and one driveway on Ranchero Road.

The project is estimated to generate a total of 113 daily trips, with 13 morning peak hour trips (9 inbound and 4 outbound) and 14 evening peak hour trips (5 inbound, 9 outbound).

In the case of the project, the addition of a retail development in an under-developed area could improve retail destination proximity to the local communities, therefore possibly decreasing the VMT by removing said VMT to further-located Automobile Parts and Service Center stores. As such, the project is presumed to have a less-than-significant VMT impact.