Appendix F

Trip Generation and VMT Analysis

Technical Memorandum

To: Kevin Walsh, GJH Development

From: Marc Mizuta, Mizuta Traffic Consulting

Date: September 12, 2024

09/12/24

Re: Trip Generation and VMT Screening Analysis for the Proposed Victorville Tawney Ridge Residential Project

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Mizuta Traffic Consulting (MTC) has prepared this memo summarizing the estimated trip generation and determining if the proposed project located on a vacant parcels (Lots 116, 117, 136, and 137 of Tract No. 8399 of APNs 0395-211-01, 0395-211-02, 0395-211-04, and 0395-211-05) on the south side of Tawney Ridge Lane and east/west of Ferndale Road in Victorville, CA would result in any significant transportation impacts. Senate Bill 743 (SB 743) was approved in 2013 and changes the way transportation impacts are measured under the California Environmental Quality Act (CEQA). The Office of Planning and Research (OPR) has recommended the use of vehicle miles travelled (VMT) as the required metric to replace the automobile delay-based LOS. The VMT assessment is required to satisfy CEQA guidelines that utilizes VMT as the required metric to determine transportation impacts. The VMT assessment was based on the criteria outlined in the *City of Victorville Vehicle Miles Traveled Analysis Guidelines, June 16, 2020 (City's VMT Guidelines)*.

Project Description

The Project consists of constructing 32 single family residential units on the vacant parcels. Access is provided off Ferndale Road and Shasta Avenue. The Project is estimated to be constructed by 2026.

Trip Generation

Trip generation represents the amount of traffic produced by a development. Determining the trip generation for a specific project is therefore based upon forecasting the amount of traffic that is expected to be attracted to and produced by the specific land use of a given development. For the project, trip generation rates published by the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition* were applied to the proposed use to determine the traffic generation characteristics of the site. The *ITE Trip Generation Manual* is a nationally recognized source for estimating site specific trip generation.

Upon a review of the various land uses contained in the *ITE Trip Generation Manual*, the following list contains the most appropriate land uses to be applied to the project:

- Single-Family Detached Housing (Land Use Code 210)

Table 1 summarizes the traffic that is estimated to be generated by the project. As shown in the table, the Project is estimated to generate 302 daily trips with 23 AM peak-hour trips and 31 PM peak-hour trips.

Table 1: Project Trip Generation

TRIP GENERATION RATES[1]						
			AM PEAK		PM PEAK	
Land Use	ITE Code	Weekday Daily	Rate	In:Out Ratio	Rate	In:Out Ratio
Single-Family Detached Housing	210	9.43 trips / du	0.70	0.26 : 0.74	0.94	0.63 : 0.37

TRIP GENERATION CALCULATIONS								
			AM PEAK			PM PEAK		
Land Use	Amount	ADT	In	Out	Total	In	Out	Total
Proposed Use								
Single-Family Detached Housing	32 du	302	6	17	23	20	11	31
TOTAL		**302**	**6**	**17**	**23**	**20**	**11**	**31**

Notes:
du: dwelling unit
The trip rates for the project's land use are based on the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition*.

VMT Assessment

According to the *City's VMT Guidelines*, there are two screening criteria that can be applied to effectively screen projects from VMT project-level assessments. The purpose is to screen out projects that are presumed to have a non-significant transportation impact based on facts of a project and to avoid unnecessary analysis and findings that would be inconsistent with the intent of SB 743. The following lists the various screening criteria:

1. Daily Vehicle Trip Thresholds
2. Land Use Types

If the project meets any of the screening criteria above, they are presumed to not have a significant impact and are screened out from completing additional VMT analysis.

VMT Screening Analysis

Upon reviewing the screening criteria, the most appropriate and applicable criteria for the project was the daily vehicle trip threshold criteria. According to *City's VMT Guidelines*, projects generating less than 1,285 trips per day are presumed to cause a less than significant impact. As shown in Table 1, the project is estimated to generate 302 daily trips and below the acceptable threshold.

As a result, the Daily Vehicle Trip Threshold screening threshold is met.

Conclusion

Based on the review of the applicable VMT screening thresholds, the Project satisfies the Daily Vehicle Trip Threshold screening and is presumed to result in a less than a significant VMT impact. As such, no additional VMT analysis is required or recommended.

Attachments

- Site Plan

APPLICANT/OWNER:

GJH DEVELOPMENT, INC
CONTACT: KEVIN WALSH
960 N. TUSTIN STREET SUITE 385
ORANGE, CALIFORNIA 92857
EMAIL: kwalsh.oti@gmail.com
PHONE: (909) 917-3226

CIVIL ENGINEER:

VENTURA ENGINEERING INLAND, INC.
27393 YNES ROAD SUITE 159
TEMECULA, CALIFORNIA 92591
(951) 252-7632
WILFREDO@VENTURAENGINEERINGINLAND.COM
CONTACT : WILFREDO S.D. VENTURA

BENCH MARK:

THE BASIS OF ELEVATIONS FOR THIS SURVEY IS ASSUMED ELEVATION EXTABLISHED BY GPS MEASUREMENT AT THE SOUTH EAST CORNER OF LOT 108.
FOUND 3/4" IRON PIPE WITH DISC MARKED RCE 10595 PER MAP NO 7274.
EL=74.46 NAVD 88

BASIS OF BEARINGS:

THE BEARINGS SHOWN HEREON ARE BASED UPON THE STATE PLANE COORDINATE SYSTEM OF 1983 (NAD 83), CALIFORNIA ZONE 6.

REGULATED TREE NOTE:

NO REGULATED TREES NOTED ON THE SITE.

SITE DATA:

1. ASSESSOR PARCEL NUMBER:
0395-211-01, 0395-211-02
0395-211-04 & 0395-211-05

2. TOTAL GROSS AREA: 9.87 ACRES
TOTAL NET AREA: 6.32 ACRES
TOTAL AREA TO BE DEDICATED FOR R/W: 3.55 ACRES

3. PROPOSED RESIDENTIAL PARCEL: 32 LOTS

LAND USE INFORMATION:

EXISTING ZONING: R1 – SINGLE FAMILY
PROPOSED ZONING: R1 – SINGLE FAMILY (NO CHANGE)
ADJACENT EXISTING LAND USE:
NORTH = R-1
SOUTH = R-1
EAST = R-1
WEST = Q-1 (VACANT)
RESIDENTIAL LOTS: 1-32

IN THE CITY OF VICTORVILLE, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA

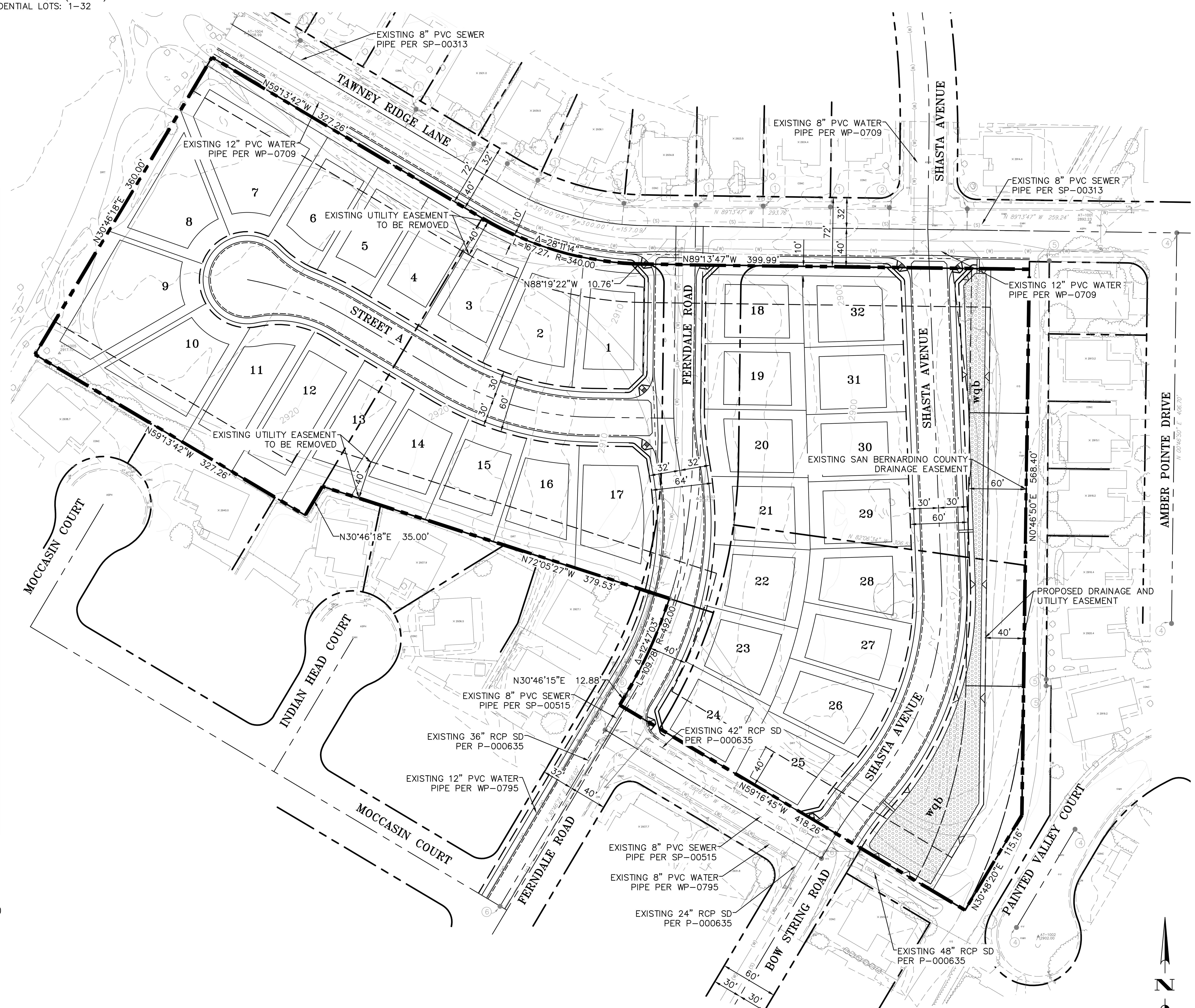
TENTATIVE MAP-TRACT NO. _____

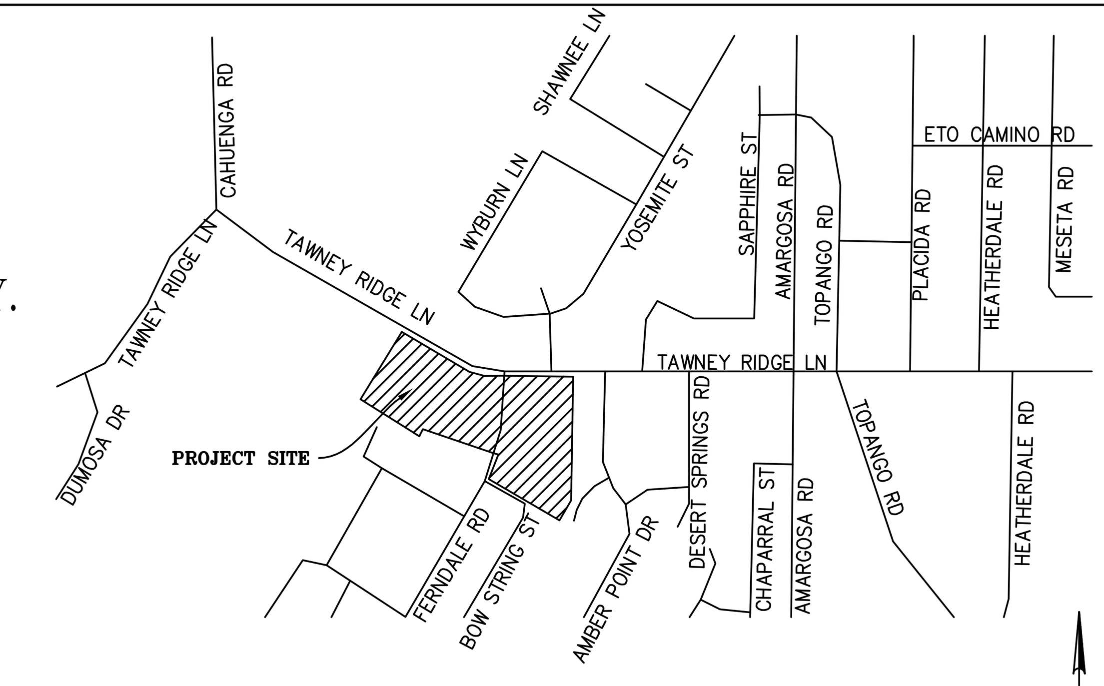
LOTS 116. 117, 136 AND 137 OF TRACT NO. 8399, IN THE CITY OF VICTORVILLE, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 115 OF MAPS, PAGES 83 THROUGH 97, INCLUSIVE, RECORDS OF SAID COUNTY.
APN: 0395-211-01 AND 0395-211-02 AND 0395-211-04 AND 0395-211-05

LOT SUMMARY TABLE			
LOTS	AREA (SQ-FT)	MINIMUM WIDTH	MINIMUM DEPTH
1	8,333	60'	100'
2	9,709	57	125'
3	8,274	60'	120'
4	7,320	61'	120'
5	7,388	61'	120'
6	7,526	61'	120'
7	15,195	60'	120'
8	9,895	60'	103'
9	14,612	60'	103'
10	12,124	60'	139'
11	9,463	60'	139'
12	10,195	60'	170'
13	9,014	60'	128'
14	8,630	65'	114'
15	7,731	64'	113'
16	8,495	55	113'
17	10,576	55'	127'
18	7,206	70'	103'
19	7,200	70'	103'
20	7,291	70'	100'
21	7,220	70'	100'
22	7,377	65'	100'
23	7,366	62'	100'
24	7,593	59'	87'
25	7,385	67'	77'
26	7,705	60'	105'
27	7,623	60'	115'
28	7,455	55'	105'
29	7,334	70'	104'
30	7,289	70'	104'
31	7,244	70'	103'
32	7,429	75'	103'

STREET LENGTH NOTE:

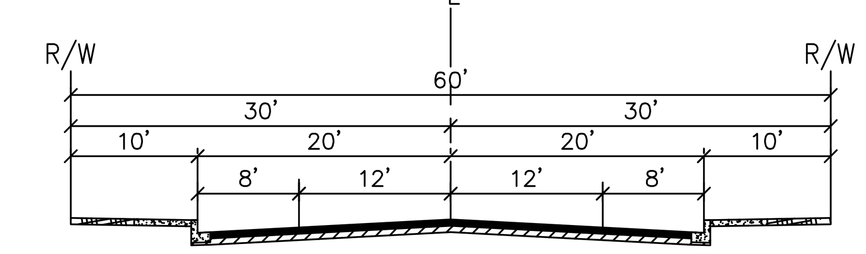
476 LF OF STREET A (PROPOSED)
515 LF OF FERNDALE ROAD (PROPOSED)
659 LF OF SHASTA AVENUE (PROPOSED)
884 LF OF TAWNEY RIDGE LANE (PROPOSED HALF-WIDTH)





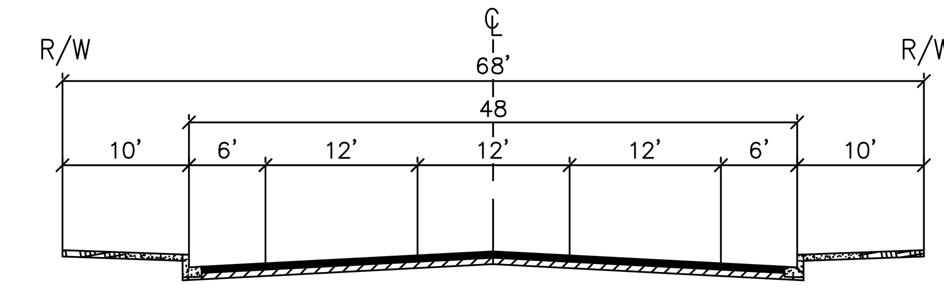
VICINITY MAP

NOT TO SCALE
PTN. S.E.1/4, SEC. 7 T.5N., R.4W
M.B. 115/83-97



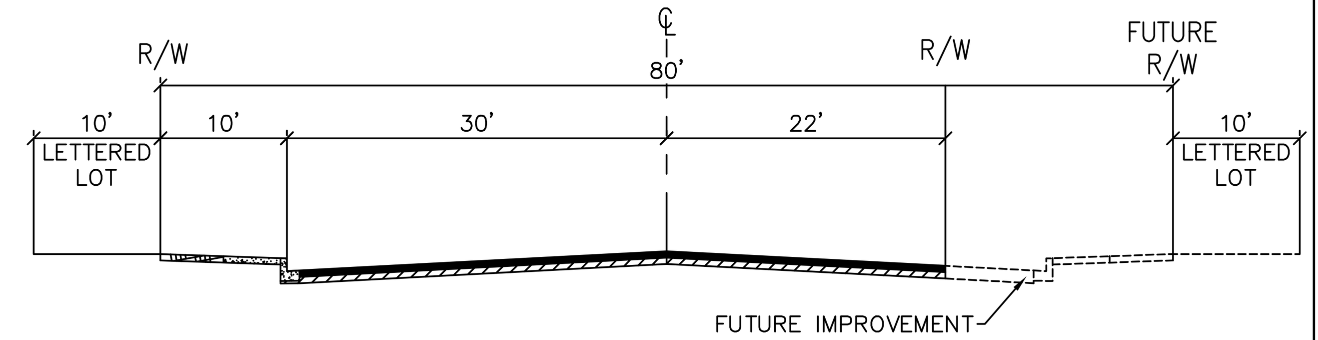
STREET A - SHASTA AVENUE (TYPICAL SECTION)

PER CITY STD S-21
NOT TO SCALE



FERNDALE ROAD (TYPICAL SECTION)

NOT TO SCALE



TAWNEY RIDGE LANE (TYPICAL SECTION)

NOT TO SCALE

LEGEND:

PROPERTY LINE (SUBDIVISION BOUNDARY)
CENTER LINE
EXISTING SEWER LINE
EXISTING WATER LINE
EXISTING STORM DRAIN LINE
LOT LINE
EASEMENT
RIGHT-OF-WAY
(2905) EXISTING ELEVATION
MH EXISTING MANHOLE
M EXISTING WATER METER
F/H EXISTING FIRE HYDRANT
V EXISTING WATER VALVE
S EXISTING SIGN

SCALE 1" = 60' FEET

PREPARATION DATED: 7/5/24

1 OF 1

PREPARED BY:

VENTURA ENGINEERING INLAND, INC.
27393 YNES RD. SUITE 159
TEMECULA, CALIFORNIA. 92591
TELEPHONE NO.: (951) 228-0325
CONTACT : WILFREDO S.D. VENTURA

Ventura Engineering Inland