

Thank you for submitting the screening assessment.



Please be aware for future use that the City of Victorville does not follow the criteria used by the County of San Bernardino for the preparation of TIA. We determine the need for traffic impact studies based on several factors, such as: size, location, potential cumulative impact with other developments, impact on critical intersections, etc.

transportation ■ noise ■ air quality | **GANDDINI GROUP**

Nonetheless, we determined that this project's VMT screening is acceptable based on your preliminary project trips, hence this will not require a TIA.

May 31, 2022

Ms. Cheryl Tubbs, Vice President
LILBURN CORPORATION
1905 Business Center Drive
San Bernardino, California 92408



APPROVED

11/15/2022

ENGINEERING DEPARTMENT

RE: TTM 20527 Luna-Fremontia Residential Project Transportation Study Screening Assessment
Project No. 19519 / City Case No. PSUB0021-00107

Dear Ms. Tubbs:

Ganddini Group, Inc. is pleased to provide this Transportation Study Screening Assessment for the proposed TTM 20527 Luna-Fremontia Residential Project in the City of Victorville. The purpose of this screening assessment is to provide a preliminary review of the proposed project's potential for level of service (LOS) impacts with respect to local performance standards or vehicle miles traveled (VMT) impacts with respect to California Environmental Quality Act (CEQA) requirements. We trust the findings of this analysis will aid you and the City of Victorville in assessing the project.

PROJECT DESCRIPTION

The 20.1-acre project site is located southwest of Luna Road and Fremontia Road in the City of Victorville, California. The site is zoned residential (R-1; 1 dwelling per 7,200 square feet) and currently vacant. The proposed project consists of construction of 53 single family residential dwelling units. Access to the project site would be provided by Luna Road to the east and by Fremontia Road to the south through the adjacent tentative track map (TTM20488) for additional access to Mesa View Drive. The proposed site plan is shown in Attachment A.

PROJECT TRIPS

Table 1 shows the proposed project trips based on trip generation rates obtained from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition, 2021) for Land Use Code 210 (Single-family Detached Housing) per dwelling unit.

As also shown in Table 1, the proposed project is forecast to generate approximately 500 daily trips, including 37 trips during the AM peak hour and 49 trips during the PM peak hour.

CRITERIA FOR THE PREPARATION OF TRAFFIC IMPACT ANALYSES

The project has been screened for both level of service (LOS) analysis and vehicle miles traveled (VMT) analysis using the established criteria as specified in the ~~County of San Bernardino~~ *Transportation Impact Study Guidelines*, July 2019 ["County LOS 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 (NON-CEQA/GENERAL PLAN CONFORMITY)

As specified in the County LOS Guidelines¹, 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 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) in accordance with County design standards, the project would not create any new safety or operational concerns. Therefore, the proposed project does not warrant preparation of a transportation impact study with LOS analysis based on the County-established screening criteria.

VEHICLE MILES TRAVELED SCREENING CRITERIA (CEQA)

The vehicle miles traveled (VMT) screening assessment has been prepared in accordance with the 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). As noted in the OPR Technical Advisory, a presumption of less than significant VMT impact may be appropriate for certain types of projects which are small enough to have a negligible impact or which are local serving and generally redistribute trips rather than creating new trips.

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 Vehicle² Trip Threshold

Projects generating less than 1,285 or less weekday daily trips 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.

¹ In the absence of City-established LOS screening guidelines for small projects, the need to prepare a transportation study with LOS analysis was determined based on review with City staff and the established screening criteria as outlined by the County of San Bernardino.

² 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.

As previously shown in Table 1, the proposed project consists of 53 single-family housing units which is forecast to generate less than 1,285 weekday daily trips; therefore, the proposed project satisfies the City-established project type screening criteria.

Land Use Type Screening

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 53 single-family housing units which is less than 136, 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.

CONCLUSIONS

The proposed project is forecast to generate approximately 500 daily trips, including 37 net new trips during the AM peak hour and 49 net new trips during the PM peak hour.

The project satisfies the County-established level of service (LOS) screening criteria for projects generating fewer than 100 peak hour trips; therefore, the proposed project does not warrant preparation of a level of service transportation impact study based on the County-established LOS screening criteria.

Since the proposed project is forecast to generate less than the weekday daily trip threshold of 1,285 trips, the proposed project does not warrant preparation of a transportation impact study with vehicle miles traveled (VMT) analysis based on the City-established screening criteria and may be presumed to result in a less than significant VMT impact.

Ms. Cheryl Tubbs, Vice President
LILBURN CORPORATION
May 31, 2022

It has been a pleasure to assist you with this project. Should you have any questions or if we can be of further assistance, please do not hesitate to call at (714) 795-3100.

Sincerely,
GANDDINI GROUP, INC.



Perrie Ilercil, P.E. (AZ)
Senior Engineer



Giancarlo Ganddini, PE, PTP
Principal

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	
Single-Family Detached Housing	ITE 210	DU	26%	74%	0.70	63%	37%	0.94	9.43

Trips Generated									
Land Use	Source	Quantity	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Single-Family Detached Housing	ITE 210	53 DU	10	27	37	31	18	49	500

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 DU = Dwelling Unit.

ATTACHMENT A

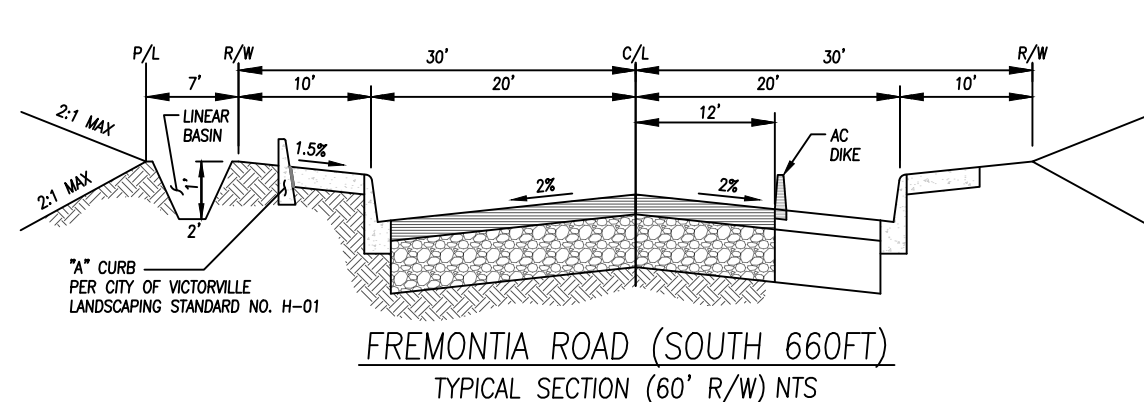
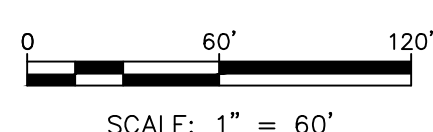
SITE PLAN



SEPTEMBER 2024

LINE A-01

PROJECT NUMBER

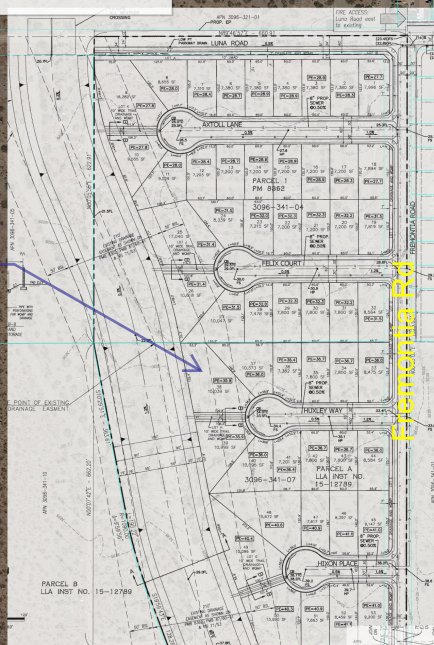


Untitled Map

Write a description for your map.

Legend

Expired TTM18345



Luna Rd

Mesa View Dr

La Mesa Rd

TTM20488

Legend

Proposed Secondary Access Easement Agreement with Victorville Development, LLC

Google Earth



1000 ft