



Appendix G

Project Scoping Form and Trip Generation Assessment for Hesperia
General Pump Yard Project

Integrated Engineering Group

June 12, 2025

Project Scoping Form

This scoping form shall be submitted to the City of Hesperia to assist in identifying infrastructure improvements that may be required to support traffic from the proposed project.

Project Identification:

Case Number:	
Related Cases:	
SP No.	
EIR No.	
GPA No.	
CZ No.	
Project Name:	Hesperia General Pump
Project Address:	SW corner of I Ave/Hercules St
Project Opening Year:	
Project Description:	The Project proposes the construction of 13,548 sf of general light industrial.

	Consultant:	Developer:
Name:	Integrated Engineering Group	General Pump Company
Address:	23905 Clinton Keith 114-280 Wildomar, CA 92595	10675 E. Avenue, Suite 1 Hesperia CA 92345
Telephone:	951-239-1546	760-244-7749
Fax/Email:		

Trip Generation Information:

Trip Generation Data Source: ITE 11th Edition

Current General Plan Land Use:

Commercial/Industrial Business Park

Proposed General Plan Land Use:

Commercial/Industrial Business Park

Current Zoning:

CIBP

Proposed Zoning:

CIBP

	Existing Trip Generation			Proposed Trip Generation		
	In	Out	Total	In	Out	Total
AM Trips	0	0	0	9	1	10
PM Trips	0	0	0	1	8	9

Trip Internalization: Yes No (_____ % Trip Discount)

Pass-By Allowance: Yes No (_____ % Trip Discount)

Potential Screening Checks

Is your project screened from specific analyses (see Page 11 of the guidelines related to LOS assessment and Pages 24-26).

Is the project screened from LOS assessment? Yes No

LOS screening justification (see Page 11 of the guidelines): The project will not add 50 peak hour trips to any intersection. See attached Trip Generation Assessment.

Is the project screened from VMT assessment? Yes No

VMT screening justification (see Pages 24-26 of the guidelines): This project satisfies the Project Type and Low VMT Area Screening criteria. See attached VMT Screening Assessment.



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TRANSPORTATION PLANNING AND ENGINEERING

Date: June 12, 2025

To: City Traffic Engineer, City of Hesperia

From: George Ghossain, Principal Engineer, Integrated Engineering Group

Subject: Trip Generation Assessment for Hesperia General Pump Yard Project

Integrated Engineering Group (IEG) is pleased to submit this trip generation assessment for the Hesperia General Pump Yard project (Project) located at the southwest corner of I Avenue and Hercules Street in the City of Hesperia, California. The Project includes 13,548 SF of buildings within 2.5 acres of open paved yard area for equipment storage and repair areas, including a fueling area with a 1,000 gallon above-ground fuel storage tank, an 800 SF power wash area for commercial pump and well drilling equipment, and a 1.56 acre area to remain fenced and undisturbed for western Joshua Tree avoidance.

Our goal is to obtain comments from City of Hesperia staff, to ensure that this memo fully addresses the analysis requirements per the City of Hesperia Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service (LOS) Assessment (Guidelines, July 2020).

The preliminary site plan for the Project is shown on **Attachment 1**. It is anticipated that the proposed development will be built in one phase which will be discussed in detail with City staff. Access to the Project site will be provided via two driveways on Hercules Street.

TRIP GENERATION

Trip generation is a measure or forecast of the number of trips that begin or end at the project site. The traffic generated is a function of the extent and type of development proposed for the site. These trips will result in some traffic increases on the streets where they occur. Per the Guidelines, trip generation for proposed uses must be calculated based on rates from the *Trip Generation Manual (TGM), 11th Edition*, published by the Institute of Transportation Engineers (ITE), to determine if this project satisfies the thresholds to be exempt from preparing a transportation analysis.

ITE average trip generation rates and trip calculations summary for the Project land uses are presented in **Table 1** and **Table 2**, respectively.



Table 1 – Project Trip Generation Rates

Land Use ¹	Units ²	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
General Light Industrial	TSF	0.65	0.09	0.74	0.09	0.56	0.65	4.87

¹ Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021). Included in **Attachment 2**.

² TSF = Thousand Square Feet

Table 2 – Project Trip Generation Summary

Land Use ¹	Intensity	Units ²	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
General Light Industrial	13.5	TSF	9	1	10	1	8	9	66
Subtotal			9	1	10	1	8	9	66

¹ Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).

² TSF = Thousand Square Feet

As shown in Table 2, the Project is anticipated to generate approximately 66 daily trips, 10 AM peak hour trips and 9 PM peak hour trips.

LEVEL OF SERVICE TRAFFIC STUDY EXEMPTION

Per the Guidelines, the study area for LOS analysis shall any intersection of “collector” or higher classification where the Project will add at least 50 AM or PM peak hour trips. The Project will not add more than 50 peak hour trips to any intersection. Therefore, the Project is exempt from LOS traffic study requirements as a project that generates less than 50 vehicle trips during the peak hours.

Attachment 1: Project Site Plan

Hesperia General Pump Yard Vehicle Miles Traveled Screening Assessment

Prepared for:

General Pump Company
10675 E. Avenue, Suite I
Hesperia CA 92345

Prepared by:



INTEGRATED ENGINEERING GROUP
TRANSPORTATION PLANNING AND ENGINEERING

23905 Clinton Keith Road 114-280
Wildomar, CA 92595

June 2025

1.0 PROJECT INTRODUCTION

The purpose of this report is to evaluate the project's Vehicle Miles Traveled (VMT) analysis requirements and compliance with Senate Bill 743 (SB 743) and the California Environmental Quality Act (CEQA).

1.1 PROJECT DESCRIPTION

The Hesperia General Pump Yard project (Project) will be developed on a vacant site located on the southwest corner of I Avenue and Hercules Street in the City of Hesperia, California. The Project includes 13,548 SF of buildings within 2.5 acres of open paved yard area for equipment storage and repair areas, including a fueling area with a 1,000 gallon above-ground fuel storage tank, an 800 SF power wash area for commercial pump and well drilling equipment, and a 1.56 acre area to remain fenced and undisturbed for western Joshua Tree avoidance. **Figure 1-1** shows the preliminary site plan.

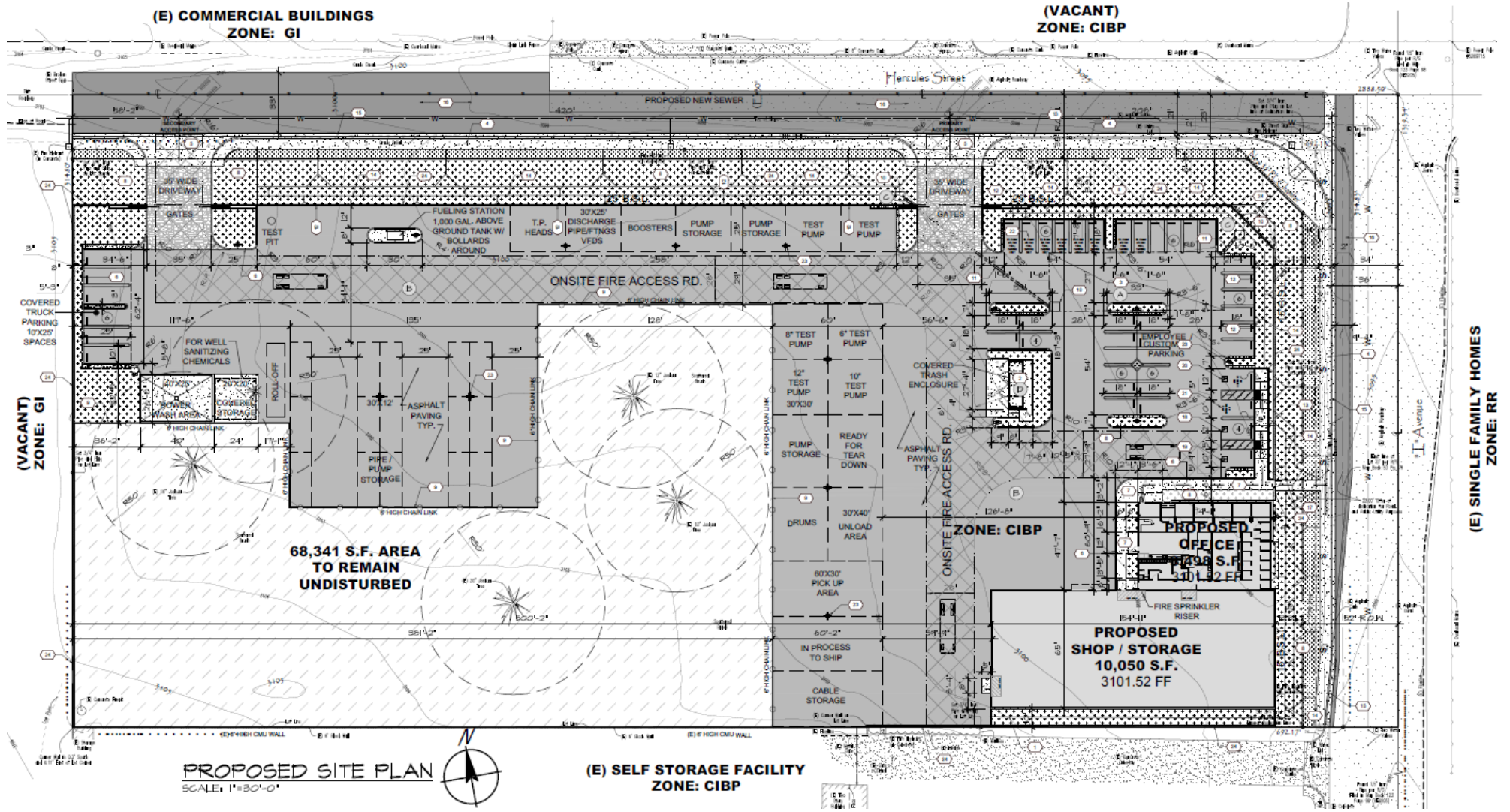
1.2 SENATE BILL 743

On September 27, 2013, SB 743 was signed into State law and started a process intended to fundamentally change transportation impact analysis as part of the CEQA compliance. The California Natural Resource Agency updated the CEQA transportation analysis guidelines in 2018. In this update automobile delay and LOS metrics are no longer to be used in determining transportation impacts. Instead VMT metrics will serve as the basis in determining impacts. Furthermore, the guidelines stated that after July 1, 2020, transportation analysis under CEQA must use VMT to determine impacts for land use projects.

1.3 GUIDANCE DOCUMENTS

The Project is within the City of Hesperia and has adopted guidance on evaluating VMT for transportation impacts under CEQA. Therefore, the City of Hesperia Traffic Impact Analysis Guidelines for Vehicle Miles Traveled (VMT) and Level of Service (LOS) Assessment (Guidelines, July 2020) will be used for this assessment.





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Hesperia General Pump Yard

Project Site Plan

Figure 1-1

2.0 ANALYSIS METHODOLOGY

The Guidelines outline 4 major-steps¹ for CEQA assessment and VMT analysis:

- Project screening criteria under which projects are not required to provide a project-level VMT assessment
- VMT assessment for non-screened development
- Impact significance thresholds
- Mitigation measures for significant and unavoidable impacts

2.1 SCREENING CRITERIA

The Guidelines provide three types of screening criteria² that can be applied to screen projects from project level assessment:

1. Transit Priority Area (TPA) Screening – Projects located within a TPA (half mile of an existing major transit stop or an existing stop along a high-quality transit corridor that maintains a service interval frequency of 15 minutes or less during the morning and afternoon peak commute periods. This criterion is not appropriate if the project:
 - a. Has a Floor Area Ratio (FAR) of less than 0.75;
 - b. Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking);
 - c. Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization); or
 - d. Replaces affordable residential units with a smaller number of moderate- or high-income residential units.
2. Low VMT Area Screening – Residential, office, and other employment related and mixed-use land use projects that can be reasonably be expected to generate VMT per resident, employee, or service population that is similar to the existing land uses in a low VMT-generating area as identified by the San Bernardino County Transportation Authority (SBCTA) screening tool.
3. Project Type Screening
 - a. Projects generating less than 110 daily vehicle trips, generally corresponding to:
 - b. Uses that are local serving in nature:
 - i. Retail projects less than 50,000 SF
 - ii. Local-serving K-12 schools
 - iii. Local parks
 - iv. Day care centers
 - v. Local-serving gas stations
 - vi. Local-serving banks
 - vii. Local-serving hotels
 - viii. Local-serving medical
 - ix. Student housing projects on or adjacent to college campuses
 - x. Local-serving assembly uses (places of worship, community organizations)

¹ Guidelines, Pages 24-29

² Guidelines, Pages 24-27

- xi. Community institutions (Public libraries, fire stations, local government)
- xii. Local serving community colleges that are consistent with the assumptions noted in the RTP/SCS
- xiii. Affordable or supportive housing
- xiv. Assisted living facilities
- xv. Senior housing (as defined by HUD)

2.2 VMT ASSESSMENT FOR NON-SCREENED DEVELOPMENT

Projects that do not meet any of the screening criteria identified would need to assess its project VMT using the San Bernardino County Transportation Analysis Model under the following scenarios:

- Baseline conditions - This data is already available in the web screening map.
- Baseline plus project for the project
- Cumulative no project
- Cumulative plus project

2.3 VMT IMPACT THRESHOLDS

The Guidelines provide thresholds³ to apply to determine potential project generated VMT impacts and project's effect on VMT impacts. These thresholds are consistent with the SBCTA Implementation Study.

A project would result in a significant project-generated VMT impact if either of the following conditions are satisfied:

1. The baseline project-generated VMT per service population **exceeds the San Bernardino County regional average** baseline of 32.7% VMT per service population, or
2. The cumulative project-generated VMT per service population **exceeds the San Bernardino County regional average baseline** of 32.7% VMT per service population.

The project's effect on VMT would be considered significant if it resulted in either of the following conditions to be satisfied:

1. The baseline link-level boundary (County of San Bernardino) VMT per service population increases under the plus project condition compared to the no project condition, or
2. The cumulative link-level boundary (County of San Bernardino) VMT per service population increases under the plus project condition compared to the no project condition.

2.4 VMT MITIGATION MEASURES

Projects that result in a significant VMT impact must mitigate the impact with the following choices:

1. Modify the project's-built environment characteristics to reduce VMT generated by the project
2. Implement Transportation Demand Management (TDM) measures to reduce VMT generated by the project

³ Guidelines, Page 28

- Participate in a VMT fee program and/or VMT mitigation exchange/banking program (if they exist) to reduce VMT from the project or other land uses to achieve acceptable levels

3.0 PROJECT ANALYSIS

The Project proposes the construction of 13,548 sf of general light industrial.

3.1 SCREENING CRITERIA ASSESSMENT

1. *TPA*

The Project is not located within a TPA, as shown in Figure 3-1. Therefore, the Project **does not qualify for this criterion.**

2. *Low VMT Area*

The Project proposes an industrial use that can be expected to generate VMT per worker. Therefore, the Project is within a Low VMT area, as shown in Figure 3-1, and the Project **would be presumed to cause a less than significant impact based on this criterion.**

3. *Project Type Screening*

Per the Guidelines, trip generation for proposed uses must be calculated based on rates from the *Trip Generation Manual (TGM), 11th Edition*, published by the Institute of Transportation Engineers (ITE). ITE average trip generation rates and trip calculations summary for the Project land uses are presented in **Table 3-1** and **Table 3-2**, respectively.

Table 3-1 – Project Trip Generation Rates

Land Use ¹	Units ²	ITE LU Code	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
General Light Industrial	TSF	110	0.65	0.09	0.74	0.09	0.56	0.65	4.87

¹Trip Generation Source: Institute of Transportation Engineers (ITE), *Trip Generation Manual*, Eleventh Edition (2021).

²TSF = Thousand Square Feet

Table 3-2 – Project Trip Generation Summary

Land Use ¹	Intensity	Units ²	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
General Light Industrial	13.5	TSF	9	1	10	1	8	9	66
Subtotal			9	1	10	1	8	9	66

¹Trip Generation Source: Institute of Transportation Engineers (ITE), *Trip Generation Manual*, Eleventh Edition (2021).

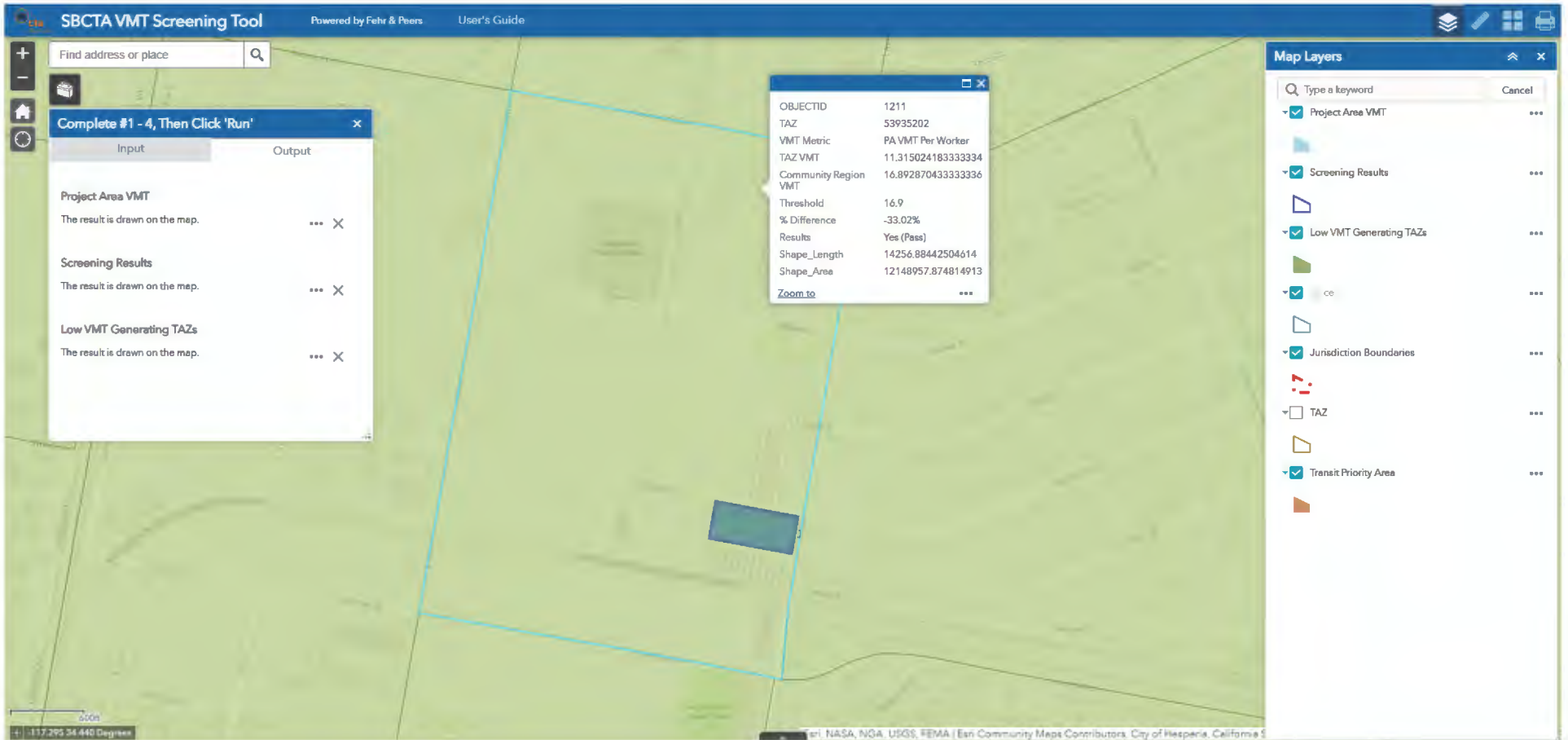
²TSF = Thousand Square Feet

As shown in Table 3-2, the Project is anticipated to generate approximately 66 daily trips which is less than 110 daily trips. Therefore, the project **would be presumed to cause a less than significant impact based on this criterion.**

3.2 CONCLUSION

As concluded in Section 3.1 of this report, the Project screens out from a project level VMT assessment by satisfying the Project Type Screening and Low VMT Area criteria. Therefore, the Project can be presumed to cause less than significant VMT impact. It is our recommendation that the project be approved with no additional project-level VMT assessment.





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Hesperia General Pump Yard
SBCTA VMT Screening Tool
Figure 3-1