

TRAFFIC ANALYSIS

THE COURT 99 UNIT TOWNHOME PROJECT NWC OF SILICA DR. AND FIRST AVE. APN 3091-161-02 & 3091-161-04 VICTORVILLE, CALIFORNIA



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1. OVERVIEW OF THE PROPOSED PROJECT

The proposed project would involve the development of the 8.52-acre site with a new multiple-family residential development that would consist of 99-townhouse units with recreational amenities including a club house, pool area, game courts, and walkways. The proposed 99 unit townhome complex would include 20, 3 story buildings consisting of the following: 5 six-plex buildings with 6 units each, 13 five-plex buildings with 5 units each, 1 four-plex building with 4 units each, and 1 recreational building. Each of the 99 townhouse units would include an enclosed two or three-car garage. The 20 buildings would have a total floor area of 244,208 square feet. Each unit would have 1,138 square feet of common open space and between 175 to 354 square feet of private open space. The total site area is 8.52 acres or 371,131 square feet. Vehicular access to the project site would be provided by a new gated driveway connection with the north side of Silica Drive and a gated secondary connection with the west side of 1st Avenue. A total of 254 vehicle parking spaces and 38 bicycle parking stalls would be provided. Landscaping would total 112,714 square feet.¹

2. PROJECT LOCATION

The proposed project site is located in the south-eastern portion of the City of Victorville. The City of Victorville is located in the southwestern portion of San Bernardino County in the southwestern Mojave Desert physiographic subregion. This physiographic subregion is more commonly referred to as either the "Victor Valley" or the "High Desert" due to its approximate elevation of 2,900 feet above sea level. The Victor Valley is separated from the more populated areas of coastal Southern California by the San Bernardino and San Gabriel mountains. The City of Victorville is bounded on the north by unincorporated San Bernardino County (Oro Grande); on the east by Apple Valley and unincorporated San Bernardino County (Bell Mountain); on the south by the City of Hesperia and unincorporated San Bernardino County (Oak Hills); and on the west by the City of Adelanto and unincorporated San Bernardino County (Baldy Mesa).² Regional access to the City of Victorville is provided by three area highways: the Mojave Freeway (Interstate 15), extending in a southwest to northeast orientation through the center of the City; U.S. Highway 395, traversing the western portion of the City in a northwest to southeast orientation; and Palmdale Road (SR-18) (State Route 18), which traverses the southern portion of the City in an east to west orientation.³ The location of Victorville, in a regional context, is shown in Exhibit 1. A citywide map is provided in Exhibit 2.

The proposed project site is located to the east of the Mojave Freeway (I-15) on the northwest corner of Silica Road and 1st Avenue. The site is bounded by Silica Road on the south and 1st Avenue on the east side. Currently, no legal address has been assigned to the project site. The corresponding Assessor Parcel Number (APN) is 3091-161-02 and 3091-161-04. The project site is located within the Hesperia, Calif., United States Geological Survey (USGS) 7 1/2 Minute Quadrangle (Township 5 North, Range 4 West, Section 33, San Bernadino Principal Meridian). The project site's latitude and longitude is 34°28'43.97" N; - 117°17'46.68" W. A local vicinity map is provided in Exhibit 3. An aerial photograph of the site and the surrounding area is provided in Exhibit 4.

¹ Twen Ma Architects. The Court (99-Unit Townhome Condos). *Site Plan, Sheet A-o.o.* July 2024.

² Blodgett Baylosis Environmental Planning. 2024.

³ Google Earth and City of Victorville Zoning Map. <https://www.arcgis.com/apps/>. Website accessed February 1, 2024.

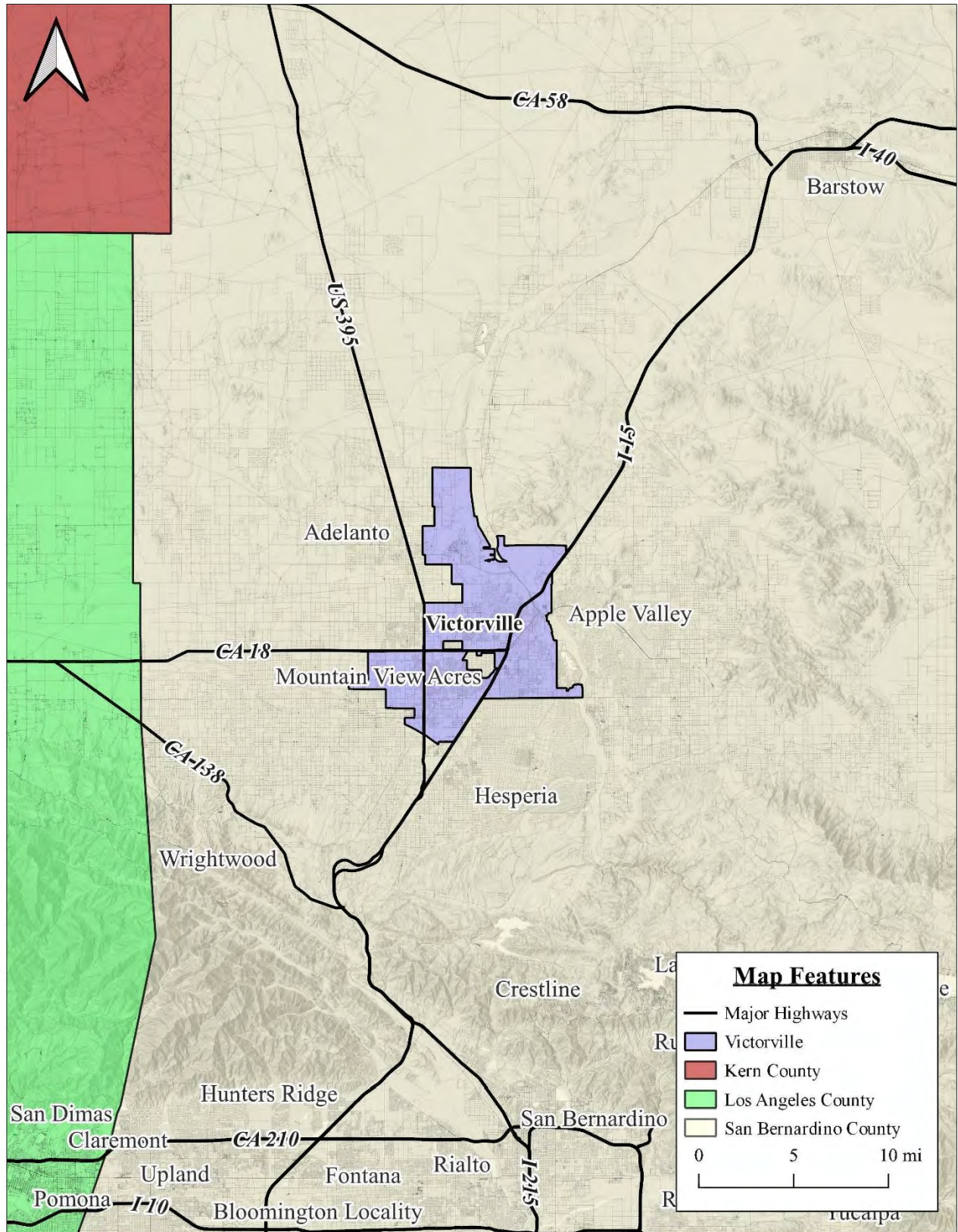


EXHIBIT 1 REGIONAL MAP

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

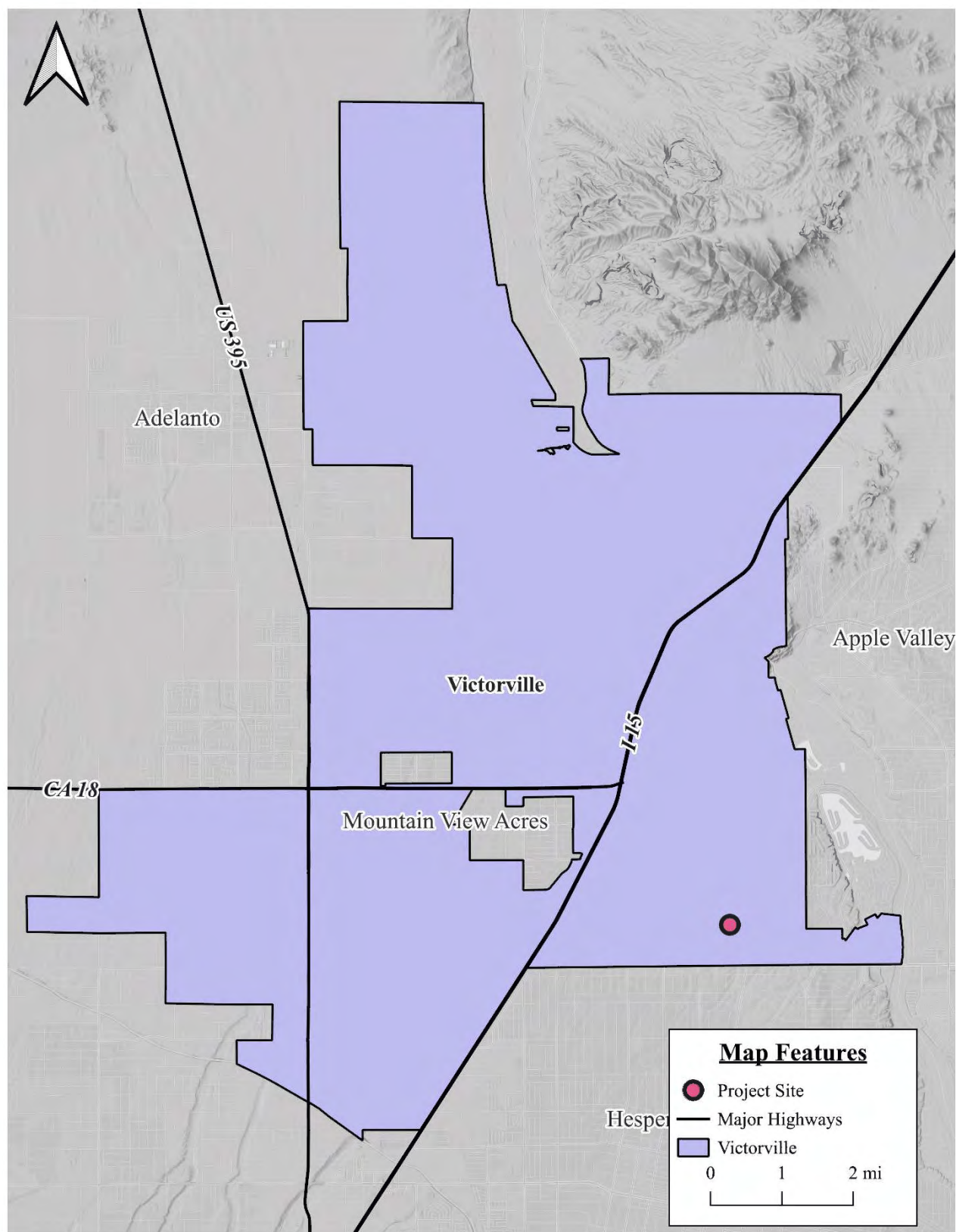


EXHIBIT 2 CITYWIDE MAP
SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

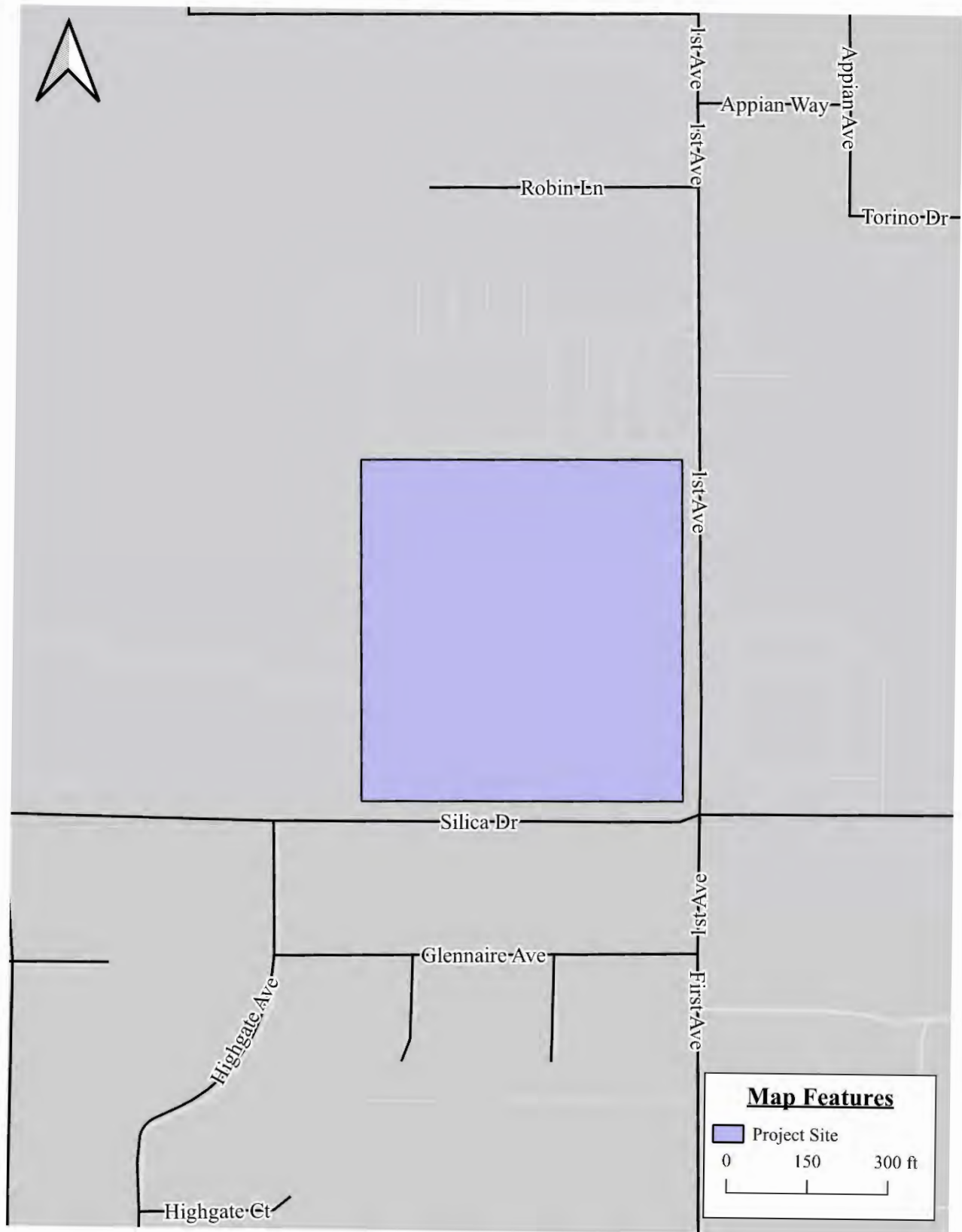


EXHIBIT 3 LOCAL MAP
SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING



EXHIBIT 4 AERIAL IMAGE OF PROJECT SITE

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

3. ENVIRONMENTAL SETTING

The site is currently vacant and undeveloped. An aerial photograph of the site and the surrounding area is provided in Exhibit 3. The vegetation community present on site supports a moderately disturbed Mojave Desert Scrub habitat. The project site's General Plan designation is *Medium Low Density Residential* and it is zoned as Planned Unit Development (*PUD*) with the underlying zoning being *Medium Density Residential (R-2)*. Land uses and development located in the vicinity of the proposed project are outlined below:

- *North of the project site:* An existing Bible Baptist Church is located to the north of the project site. This area is designated as *Medium Low Density Residential* in the City of Victorville General Plan and is zoned as *Medium Density Residential (R-2)* in the City of Victorville zoning map.⁴
- *South of the project site:* Silica Drive extends along the project site's south side. Single family residences are located to the south of the project site, south of Silica Drive. This area is designated as *Low Density Residential* in the City of Victorville General Plan and is zoned as *Single Family Residential (R-1)* in the City of Victorville zoning map.⁵
- *East of the project site:* 1st Avenue extends along the project site's east side. Lomas Elementary School and a parking lot are located to the south of the project site, east of 1st Avenue. This area is designated as Public Institutional in the City of Victorville General Plan and is zoned as Public and Civic (P-C) in the City of Victorville zoning map.⁶
- *West of the project site:* Vacant, undeveloped land is located to the west of the project site. This area is designated as *Medium Low Density Residential* in the City of Victorville General Plan and is zoned as *Medium Density Residential (R-2)* in the City of Victorville zoning map.⁷

The land uses for the site and the surrounding area are summarized in Table 1.

TABLE 1 EXISTING LAND USE AND LAND USE ZONING DISTRICTS

Location	Existing Land Use	General Plan	Zoning
Project Site	Vacant land	Medium Low Density Residential	Planned Unit Development (PUD) and Medium Density Residential (R-2) underlay
North	Church	Medium Low Density Residential	Medium Density Residential (R-2)
South	Silica Dr. & Single Family Homes	Low Density Residential	Single Family Residential (R-1)
East	1 st Ave & Lomas Elementary School	Public Institutional	Public & Civic (P-C)
West	Vacant Land	Medium Low Density Residential	Medium Density Residential (R-2)

⁴ Ibid.

⁵ Google Earth and City of Victorville Zoning Map. <https://www.arcgis.com/apps/>. Website accessed February 1, 2024.

⁶ Google Earth and City of Victorville Zoning Map. <https://www.arcgis.com/apps/>. Website accessed February 1, 2024.

⁷ Ibid.

4. PROJECT DESCRIPTION

The proposed project would involve the development of the 8.52-acre site with a new multiple-family residential development that would consist of 99-units. Of the total number of units, 51 units would be three bedroom units and 38 units would be four bedroom units.⁸ The key physical elements of the proposed project are outlined below.

- *Site Plan.* The proposed project involves the development of an 8.52-acre, 371,131 square foot site with a new multiple-family residential development. The proposed 99 unit apartment complex would include 20, 3 story buildings consisting of the following: 5 six-plex buildings with 6 units each, 13 five-plex buildings with 5 units each, 1 four-plex building with 4 units each, and 1 recreational building. The project's residential floor area would total approximately 187,077 square feet. The east and south portions of the site would be dedicated to street improvements. 34 feet from the southern property line would be dedicated to Silica Drive and 62 to 75 feet would be dedicated to 1st Avenue.
- *Type A Unit Group.* There are 13 Type A buildings in total, 8 buildings would have 5 units and 4 buildings would have 6 units. The buildings with 5 units would consist of 4, 3 bedroom units with each unit having a total square footage of 1,810 and 1, 4 bedroom unit with 1,951 total square feet. Each unit would have a 76 square foot private garden and a 103 square foot balcony for 179 square feet of private open space as well as a 440 square foot, 2 car garage.
- *Type B Unit Group.* There are 6 Type B buildings in total, 4 buildings would have 5 units, 1 building would have 4 units, and 1 building would have 6 units. The 3 bedroom units would have a 100 square foot private garden and a 75 square foot balcony for 175 square feet of private open space and a 460 square foot, 2 car garage. The 4 bedroom units would have a 100 square foot private garden and a 75 square foot balcony for 175 square feet of private open space as well as a 460 square foot, 2 car garage. Additionally, there are 3, 4 bedroom units that are 2,500 square feet per unit with a 200 square foot private garden and a 135 square foot balcony for 354 square feet of private open space as well as a 747 square foot garage, 3 car garage.
- *Landscaping.* Landscaping would total 112,714 square feet. The landscaping would be installed along the site's perimeter, and within the site's interior. A 10,000 square foot retention basin would be provided along the site's north site within the dog park.
- *Access, Circulation, and Parking.* A total of 254 parking spaces would be provided, of which 53 are guest parking stalls, 6 ADA stalls, and 201 are in 2 to 3 car garages. There would also be 38 bicycle parking stalls. Vehicular access to the project site would be provided by a new gated driveway connection on the north side of Silica Drive and a secondary connection gated on the west side of 1st Avenue. Internal drive aisles, with a width of 30-feet surround the central area and pedestrian walkways with a width of 5 feet, would provide a connection throughout the site.

The proposed site plan is illustrated in Exhibit 6.

Assuming an average household size of 3.0 persons per unit, this average household size would translate into a total of 210 residents that would occupy the proposed 99 unit development.⁹ The proposed project's site plan is illustrated in Exhibit 5.

⁸ Twen Ma Architects. The Court (99-Unit Townhome Condos). *Site Plan, Sheet A-o.o.* July 2024.

⁹ Twen Ma Architects. The Court (99-Unit Townhome Condos). *Site Plan, Sheet A-o.o.* July 2024.



EXHIBIT 5 SITE PLAN
 SOURCE: TWEN MA ARCHITECTS

5. TRAFFIC ANALYSIS

THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on transportation and circulation if it results in any of the following:

TRAFFIC ANALYSIS •

- The proposed project would conflict with a plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.
- The proposed project would conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).
- The proposed project would substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- The proposed project would result in inadequate emergency access.

ANALYSIS OF ENVIRONMENTAL IMPACTS

- A. *Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities? • Less than Significant Impact with Mitigation.*

Vehicular access to the site would be provided by two driveway connections. One 52-foot driveway would be located in the south of the site to Silica Road. One 24-foot secondary driveway would be located in the northeast of the site and connect with 1st Avenue. The proposed development is gated and both entrances will be sufficient to allow cars to queue without blocking the street. The total number of proposed parking spaces on the project site would total 254 parking spaces including 53 guest parking stalls and 6 ADA compliant parking spaces. Additionally, there are also 38 bicycle parking stalls spread across four groups in each quadrant of the site consisting of 8 to 15 bike racks. The parking areas would be located in two to three-car garages on the first floor of the townhomes. The guest and ADA compliant spaces are located on all sides of the central recreation area. The City's parking requirements call for 2 covered spaces per unit plus 1 uncovered space per 2 units, a total of 248 spaces. The proposed project will adhere to this requirement. Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Traffic volumes expected to be generated by the proposed project were estimated for the weekday commuter AM and PM peak hours, as well as over a 24-hour daily period, using trip generation rates provided by the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition. The ITE document contains trip rates for a variety of land uses which have been derived based on traffic counts conducted at existing sites throughout California and the United States. The projected trip generation for the proposed project are summarized in Table 2.

TABLE 2 PROJECT TRIP GENERATION

Use	Size/Quantity	Daily	AM Peak Hour	PM Peak Hour
Low-Rise Residential Housing Land Use Category (ITE 220)				
Proposed Low-Rise Residential (ITE 220)	99 Units	6.74	0.40	0.51
Total Project Trips		667	40	51

As indicated in Table 10, the proposed project would result in 667 daily trips with 40 trips occurring during the morning (AM) peak hour and 51 trips occurring during the evening (PM) peak hour. The proposed project would not conflict with any policies addressing the circulation system. *Therefore, the potential impacts are anticipated to be less than significant.*

- B. *Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3 subdivision (b)? •*

Less than Significant Impact.

The City of Victorville adopted Resolution No. 20-031 which adopted local VMT threshold guidelines for analyzing development projects pursuant to CEQA. Projects that will not require a VMT analysis can be screened using either the daily vehicle trips generated by project or the project's land use type. For this project, land use was used for the screening. According to the City's thresholds a VMT analysis would not be required if it resulted in a net increase of 1,285 daily trips. The proposed project does not meet this threshold. The project would result in 667 daily trips. The project is, therefore, in compliance with Section 15064.3. *As a result, the impacts would be less than significant.*

- C.** *Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? • Less than Significant Impact.*

The east and south portions of the site would be dedicated to street improvements. 34 feet from the southern property line would be dedicated to Silica Drive and 62 to 75 feet would be dedicated to 1st Avenue. Vehicular access to the site would be provided by two driveway connections. One 52-foot driveway would be located in the south of the site to Silica Road. One 24-foot secondary driveway would be located in the northeast of the site and connect with 1st Avenue. The proposed development is gated and both entrances will be sufficient to allow cars to queue without blocking the street. The proposed project would not expose future drivers to dangerous intersections or sharp curves and the proposed project will not introduce incompatible equipment or vehicles to the adjacent roads. *As a result, the potential impacts would be less than significant.*

- D.** *Would the project result in inadequate emergency access? • No Impact.*

The proposed project would not affect emergency access to any adjacent parcels. At no time during construction would adjacent streets (Silica Road or 1st Avenue) be completely closed to traffic. All construction staging must occur on-site. *As a result, no impacts would occur.*

MITIGATION MEASURES

The traffic analysis determined that no mitigation measures would be required.

