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Technical Memorandum

December 9, 2024

To: Barbara Heyman, Michael Baker International

From: Jacob Swim TE, Michael Baker International

Subject: Challenger School of Sports and Fitness – Trip Generation & VMT Screening Assessment

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Introduction

The purpose of this memorandum is to document a vehicle mile traveled (VMT) assessment for the improvements to the Challenger School of Sports and Fitness (Project) in support of the transportation component of the California Environmental Quality Act (CEQA) analysis. Specifically, a VMT screening analysis is documented in this memorandum. The Project proposes the development of a new sports complex which will include a natural turf football field with a rubber surface track, bleachers, Musco lighting, modular building with storage, warming kitchen and restrooms.

Table 1 provides key Project information. **Exhibit 1** shows the location of the Project and **Exhibit 2** shows the conceptual site plan.

Table 1 – Project Information Summary

Item	Description
Project Title	Challenger School of Sports and Fitness
Project Location	The Project is proposed at 14777 Hopland Street in the City of Victorville, California.
Surrounding Uses	The Project site is surrounded by existing school facilities to the north, undeveloped natural vegetation to the west, south, and east. Hopland Street and Cahuenga Road are adjacent to Challenger on the north and east, beyond which are rural residential uses.
Existing Use	The Project Site is on a parcel of approximately 7.7 acres that is generally flat as shown in **Exhibit 1**.
Proposed Use	The Project consists of the development of a new sports complex which will include a natural turf football field with a rubber surface track, bleachers, Musco lighting, modular building with storage, warming kitchen and restrooms. The new parking lot will accommodate 232 stalls.

Proposed Operation

The proposed sports complex would be used for Challenger's physical education program during normal school hours. After school, as shown in **Table 2**, it would be used by the school's existing sports programs, including football, soccer, and track.

Table 2 – School Use

Season	Facility Users	Hours of Use
June - August	Football, Soccer, Track	3:00 PM to 9:00 PM
August - March	Football, Soccer, Track	4:00 PM to 8:00 PM
October - June	Football, Soccer, Track	4:00 PM to 8:00 PM

When the facility is not used by the school, it would be available for other District-sponsored events, such as the Junior Olympics, which is held annually over a two-day period; District-wide/multi-site events/competitions for any of the District's 18 schools; and potential student sports and employee events.

Similar to existing conditions with all District facilities, when the proposed facility is not used by the school or District, it would be available for use by the Victorville community, pursuant to the Civic Center Act and District policies. The public may rent the proposed sports complex for a fee through the District's facility use agreement.

The schedule for community use is provided in **Table 3**. As shown, the schedule for each season avoids the street peak hours (7:00 to 8:00 AM and 4:00 to 5:00 PM) to the extent possible which reduces congestion on roadways and intersections near the Project site.

Table 3 – Proposed Community Use

Season	Facility Users	Hours of Use
August - December	Soccer Club	5:00 PM to 9:00 PM
January - June	Football Club	5:00 PM to 9:00 PM
June - August	Summer Sports Camps	9:00 AM to 3:00 PM
June - August	Football / Soccer / Baseball / Softball / Track	3:00 PM to 9:00 PM

Project Trip Generation

The Project site trips were estimated using trip generation equations from the Institute of Transportation Engineers' (ITE) *Trip Generation Manual 11th Edition* (2022)[1]. As the Project site would be used by the existing Challenger School, and other District schools and community groups when not used by the school, a public park trip generation rate seems reasonable to estimate trips generated by the proposed operations. **Table 4** provides the trip generation equations for a Public Park use (ITE Land Use Code 411). **Table 5** summarizes the vehicular trip generation forecast to be generated by the Project.

As shown in **Table 5**, during the weekday, the proposed Project is forecast to generate approximately 93 daily vehicle trips with 0 AM peak hour trips (0 inbound / 0 outbound), and 23 PM peak hour trips (13 inbound / 10 outbound).

Table 4 – ITE Trip Generation Rates

	ITE Land Use Code [(1)]	Daily	AM Peak Hour		PM Peak Hour	
			Total	In : Out	Total	In : Out
Public Park	411	T+0.64(X)+88.46/Acre	0.02/Acre	59% : 41%	T=0.06(X)+22.60	55% : 45%

[(1)] Source: ITE Trip Generation Manual, 11th Edition.

Table 5 – Project Trip Generation

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Volume	Inbound	Outbound	Volume	Inbound	Outbound
Public Park	7.7 Acres	93	0	0	0	23	13	10

VMT Assessment Guidelines & Methodology

The primary resource for this VMT screening assessment is the City of Victorville's Vehicle Miles Traveled Guidelines[2] dated May 27, 2020 (City Guidelines). As outlined in the City Guidelines, certain projects, because of their size, nature, or location, are exempt from the requirements of preparing a detailed VMT analysis. The City has developed an approach to identified transportation impacts under CEQA for land-use projects that aligns with guidance provided in the OPR *Technical Advisory on Evaluating Transportation Impacts in CEQA (2018)*[3]. The City Guidelines provides screening criteria to determine if a development project is presumed to have a less-than-significant transportation impacts.

Screening Criteria

Each of the screening criteria outlined in the City Guidelines were evaluated for the proposed Project and the results are summarized in **Table 6**. As shown, the Project meets the screening criteria based on the "Low VMT Areas Screening" and the "Project Type Screening" criterion identified below. Therefore, a detailed VMT analysis is **NOT** required, and the Project is presumed to have a less-than-significant transportation impact on the environment.

Table 6 – VMT Screening Criteria Summary

Screening Criteria		Project Evaluation	Result
Daily Vehicle Trip Thresholds	Project results in a net increase of 1,285 or less weekday daily trips.	The Project is expected to generate approximately 93 daily trips. Refer to **Table 4**.	**Screening Criteria Is Met**
Land Use Types	The following land use types will used for screening: • Single Family or Multifamily Residential – 136 dwelling units or less. • Office – 227,000 SF or less • Retail – 122,000 SF or less • Warehousing – 829,000 SF or less • Light Industrial – 296,000 SF or less • K-12 Public School • Daycare / Childcare / Pre-K • Affordable Housing • Student Housing • Community Institutions, Social Services and Public Buildings	The Project is located at the Challenger Elementary School which is a public school.	**Screening Criteria Is Met**

Source: City of Victorville VMT Guidelines, May 2020

Conclusion

The VMT evaluation of the Project finds the Project meets the screening criteria under "Daily Vehicle Trip Thresholds" and "Land Use Types" as outlined in the City's Guidelines. **Therefore, the Project is presumed to result in a less-than-significant transportation impact under CEQA, and a detailed VMT analysis is not required.**

References

1. Institute of Transportation Engineers. *Trip Generation Manual. 11th Edition*. 2021.
2. City of Victorville. *Vehicle Miles Traveled (VMT) Guidelines.* May 2020.
3. Office of Planning and Research. Technical Advisory on Evaluating Transportation Impacts in CEQA. State of California. December 2018.

EXHIBIT 1 – PROJECT LOCATION MAP

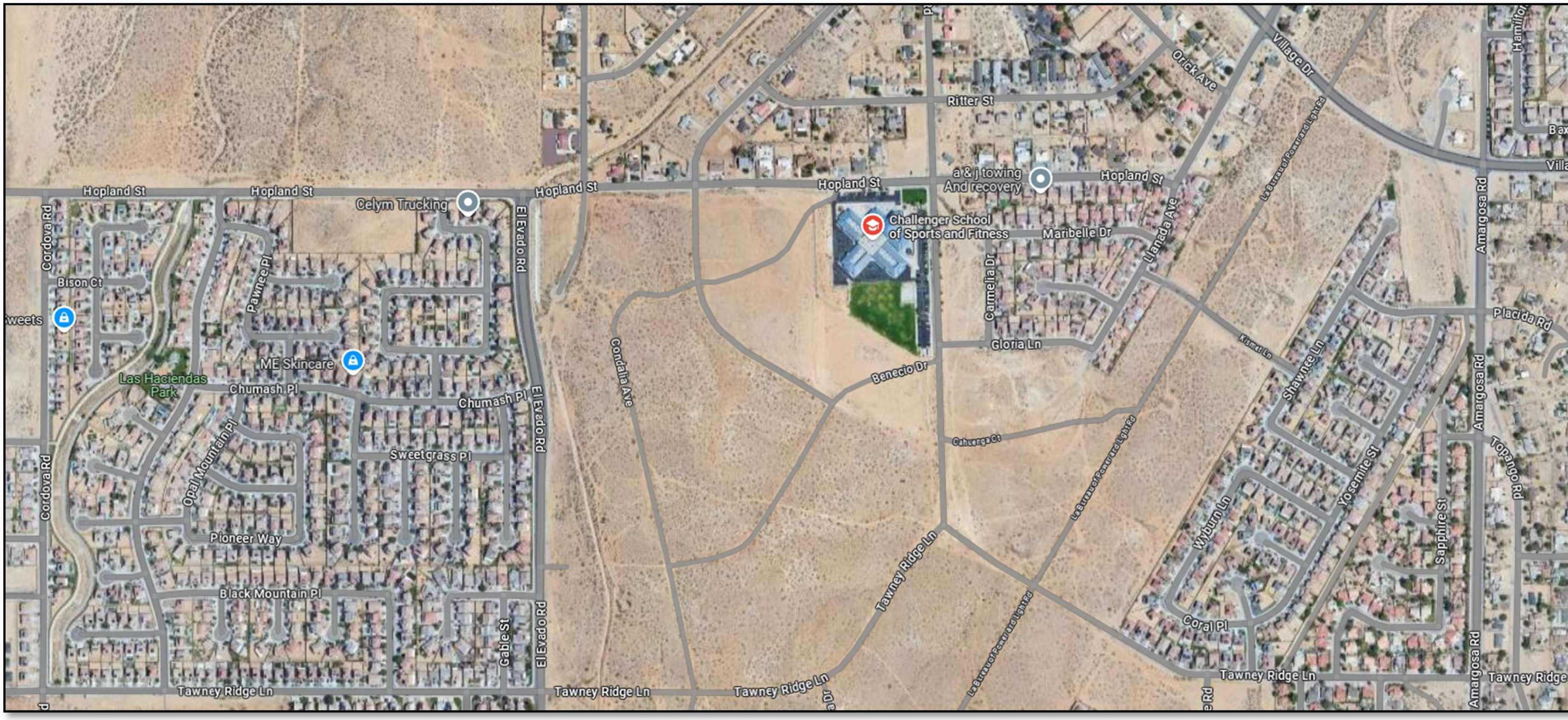

EXHIBIT 2 – PROJECT SITE PLAN