Appendix G

Project Scoping Form, Site Plan Review SPR22-00010

Integrated Engineering Group

March 5, 2024

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:	Site Plan Review SPR22-00010
Related Cases:	
SP No.	
EIR No.	
GPA No.	
CZ No.	
Project Name:	Smoke Tree Residential
Project Address:	15639 Smoke Tree Street
Project Opening Year:	
Project Description:	86 multifamily housing (low-rise) dwelling units with pool area and clubhouse

	Consultant:	**Developer:**
Name:	Integrated Engineering Group	Hossein Mazi
Address:	23905 Clinton Keith Rd 114-280	7772 Warner Ave, Ste 102
	Wildomar, CA 92595	Huntington Beach, CA 92647
Telephone:	951-239-1546	
Fax/Email:		

Trip Generation Information:

Trip Generation Data Source: ITE 11th Edition

Current General Plan Land Use: High Density Residential

Proposed General Plan Land Use: High Density Residential

Current Zoning: HDR

Proposed Zoning: HDR

	Existing Trip Generation			Proposed Trip Generation		
	In	Out	Total	In	Out	Total
AM Trips	0	0	0	9	26	35
PM Trips	0	0	0	28	16	44

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 Low VMT Area Screening criterion. See attached VMT Screening Assessment.

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Date: March 5, 2024

To: City Traffic Engineer, City of Hesperia

From: George Ghossain, Principal Engineer, Integrated Engineering Group

Subject: Trip Generation Assessment for Smoke Tree Residential Project

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Integrated Engineering Group (IEG) is pleased to submit this trip generation assessment for the Smoke Tree Residential project (Project) located along Smoke Tree Street between 11th Avenue and 9th Avenue in the City of Hesperia, California. The Project is proposing the construction of 86 multifamily housing (low-rise) dwelling units with a pool and clubhouse on a vacant 4.36-acre parcel.

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 VMT 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 along Smoke Tree 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	
Multifamily Housing (Low-Rise)	DU	0.10	0.30	0.40	0.32	0.19	0.51	6.74

[1] Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021). Included in **Attachment 2**.
[2] DU = Dwelling Units

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	
Multifamily Housing (Low-Rise)	86	DU	9	26	35	28	16	44	580
Total			***9***	***26***	***35***	***28***	***16***	***44***	***580***

[1]Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021). Included in **Attachment 2**.
[2] DU = Dwelling Unit

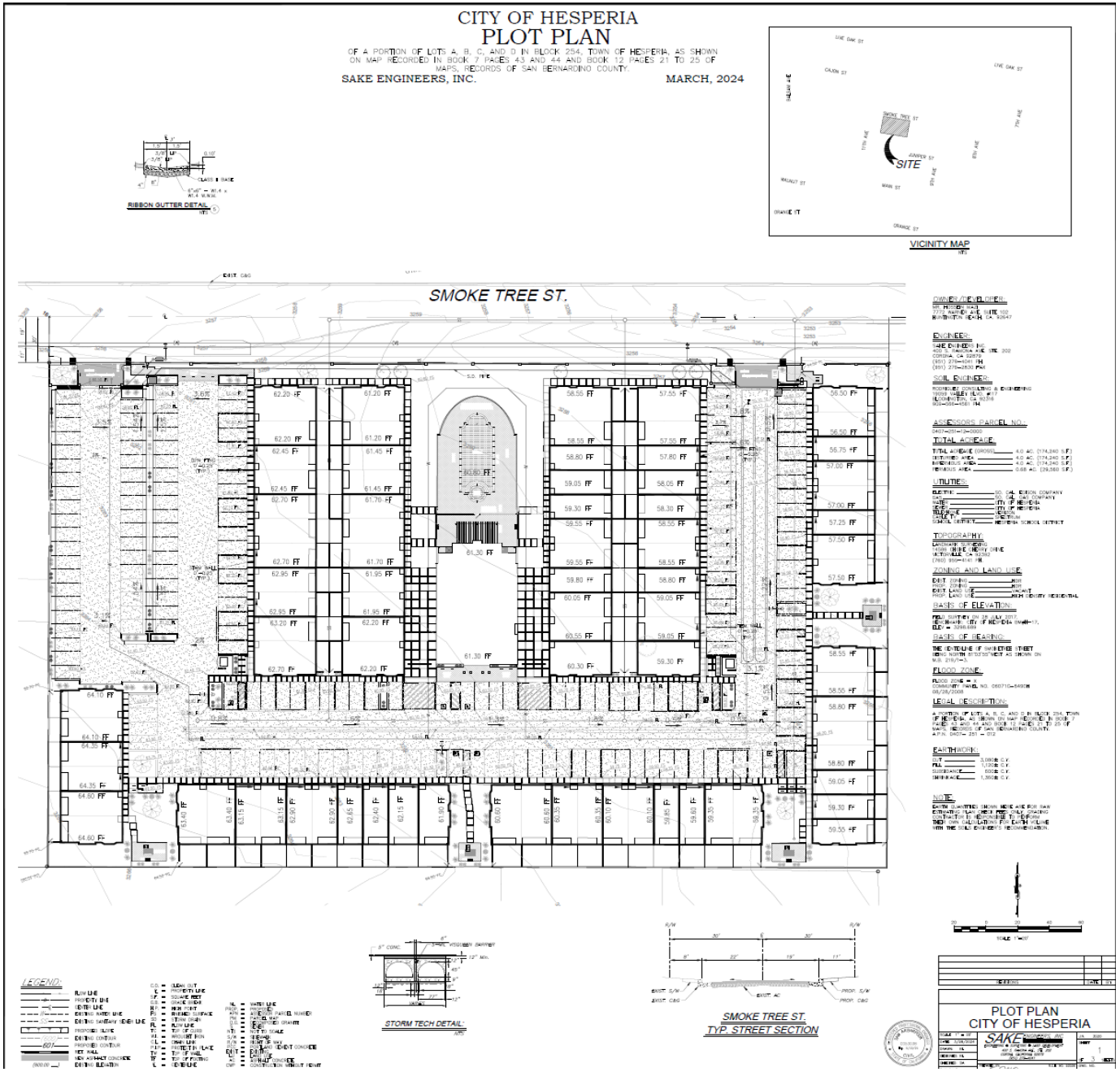
As shown in Table 2, the Project is anticipated to generate approximately 580 daily trips, 35 AM peak hour trips and 44 PM peak hour trips.

LEVEL OF SERVICE TRAFFIC STUDY EXEMPTION

Per the Guidelines, the study area for LOS analysis shall include 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 AM or PM 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 either peak hour.

Attachments: 1 – Project Site Plan
2 – Trip Generation Supplemental Information

Attachment 1 - Project Site Plan



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Smoke Street Residential
Project Site Plan

Attachment 2 - Trip Generation Supplemental Information

Land Use: 220
Multifamily Housing (Low-Rise)

Description

Low-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have two or three floors (levels). Various configurations fit this description, including walkup apartment, mansion apartment, and stacked townhouse.

- A walkup apartment typically is two or three floors in height with dwelling units that are accessed by a single or multiple entrances with stairways and hallways.
- A mansion apartment is a single structure that contains several apartments within what appears to be a single-family dwelling unit.
- A fourplex is a single two-story structure with two matching dwelling units on the ground and second floors. Access to the individual units is typically internal to the structure and provided through a central entry and stairway.
- A stacked townhouse is designed to match the external appearance of a townhouse. But, unlike a townhouse dwelling unit that only shares walls with an adjoining unit, the stacked townhouse units share both floors and walls. Access to the individual units is typically internal to the structure and provided through a central entry and stairway.

Multifamily housing (mid-rise) (Land Use 221), multifamily housing (high-rise) (Land Use 222), affordable housing (Land Use 223), and off-campus student apartment (low-rise) (Land Use 225) are related land uses.

Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Additional Data

For the three sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.72 residents per occupied dwelling unit.

For the two sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96.2 percent of the total dwelling units were occupied.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip

generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

For the three sites for which data were provided for both occupied dwelling units and residents, there was an average of 2.72 residents per occupied dwelling unit.

It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).

The sites were surveyed in the 1980s, the 1990s, the 2000s, the 2010s, and the 2020s in British Columbia (CAN), California, Delaware, Florida, Georgia, Illinois, Indiana, Maine, Maryland, Massachusetts, Minnesota, New Jersey, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Texas, Utah, and Washington.

Source Numbers

188, 204, 237, 300, 305, 306, 320, 321, 357, 390, 412, 525, 530, 579, 583, 638, 864, 866, 896, 901, 903, 904, 936, 939, 944, 946, 947, 948, 963, 964, 966, 967, 1012, 1013, 1014, 1036, 1047, 1056, 1071, 1076

Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

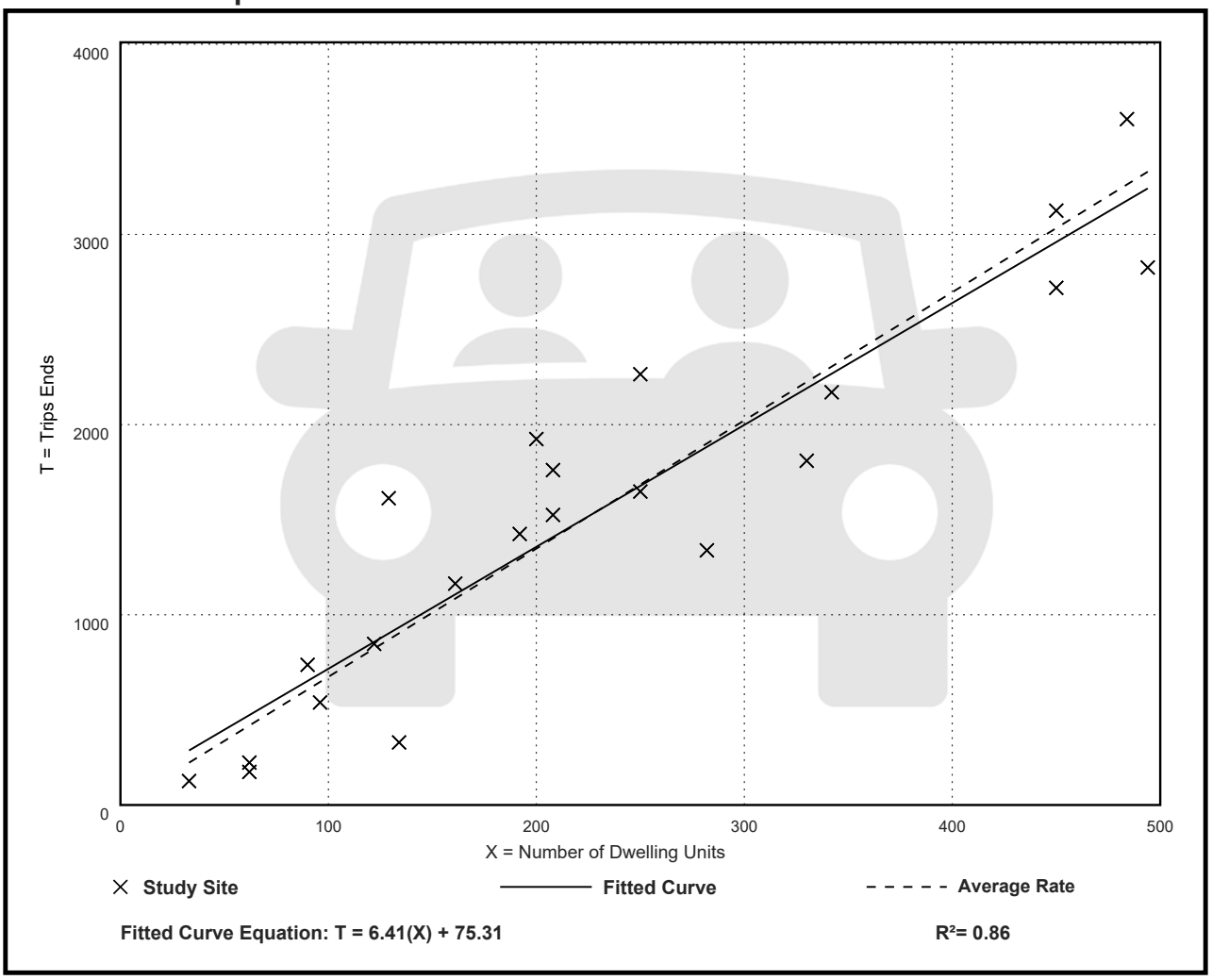
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 22
Avg. Num. of Dwelling Units: 229
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.74	2.46 - 12.50	1.79

Data Plot and Equation



Fitted Curve Equation: T = 6.41(X) + 75.31

R^2= 0.86

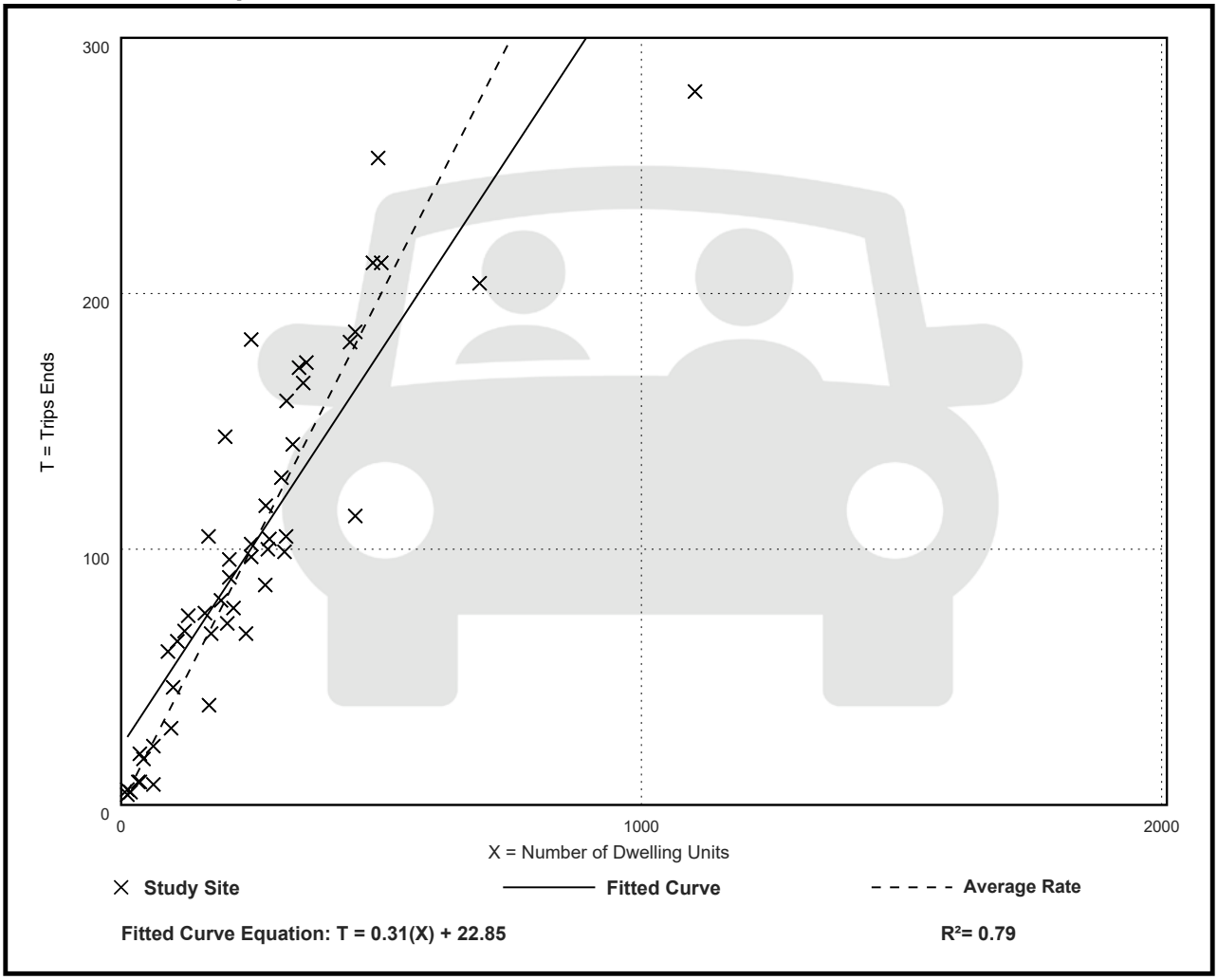
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 49
Avg. Num. of Dwelling Units: 249
Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.40	0.13 - 0.73	0.12

Data Plot and Equation



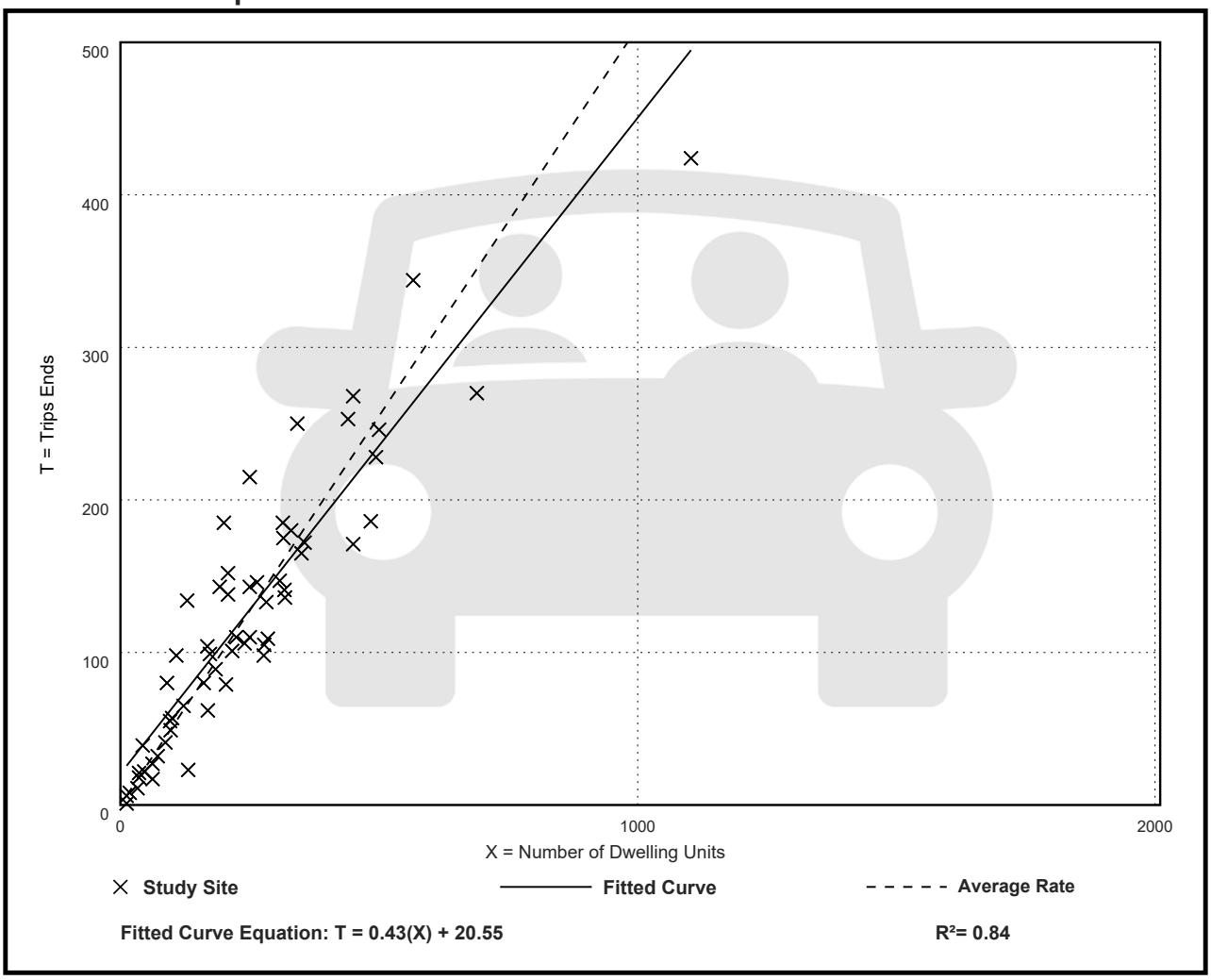
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 59
Avg. Num. of Dwelling Units: 241
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.08 - 1.04	0.15

Data Plot and Equation



Fitted Curve Equation: T = 0.43(X) + 20.55

R^2= 0.84

Attachment - Vehicle Miles Traveled Assessment

Smoke Street Residential Vehicle Miles Traveled Screening Assessment

Prepared for:
Hossein Mazi
7772 Warner Avenue, Suite 102
Huntington Beach, CA 92647

Prepared by:

INTEGRATED ENGINEERING GROUP
TRANSPORTATION PLANNING AND ENGINEERING

23905 Clinton Keith Road 114-280
Wildomar, CA 92595

March 2024

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

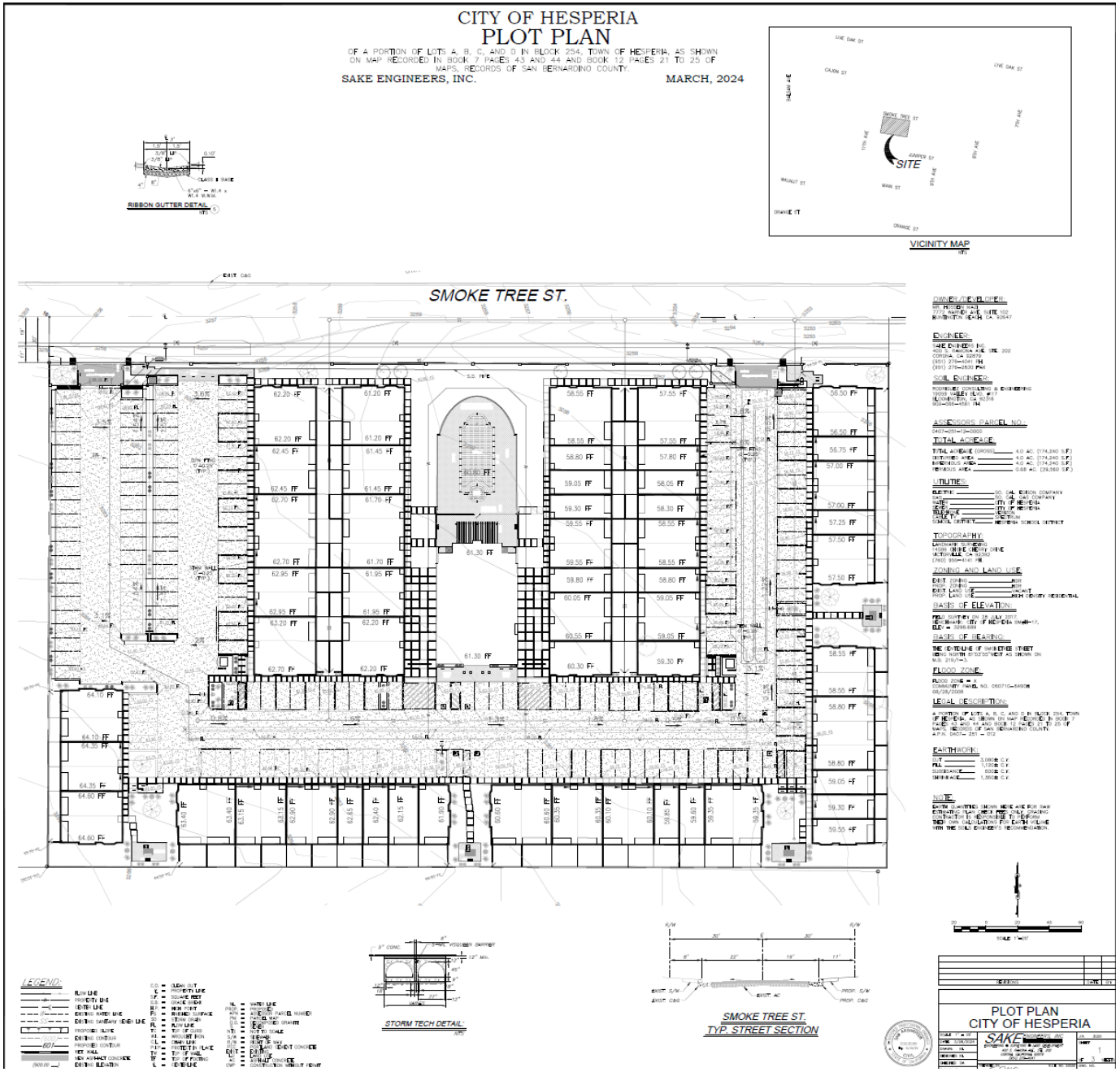
The Hesperia General Pump Yard project (Project) will be developed on a vacant site located along Smoke Tree Street between 11th Avenue and 9th Avenue in the City of Hesperia, California. The Project is proposing the construction of 86 multifamily housing (low-rise) dwelling units with a pool and clubhouse. **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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Smoke Street Residential
Project Site Plan
Figure 1-1

2.0 ANALYSIS METHODOLGY

The Guidelines outline 4 major-steps[1] 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 criteria[2] 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. 4. 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 thresholds[3] 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 MEASRES

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

3. 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 86 multifamily housing (low-rise) dwelling units.

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 a residential use that located within a Low VMT area, as shown in Figure 3-1. Therefore, 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]	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Multifamily Housing (Low-Rise)	DU	0.10	0.30	0.40	0.32	0.19	0.51	6.74

[1] Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).
[2] DU = Dwelling Unit

Table 3-2 – Project Trip Generation Summary

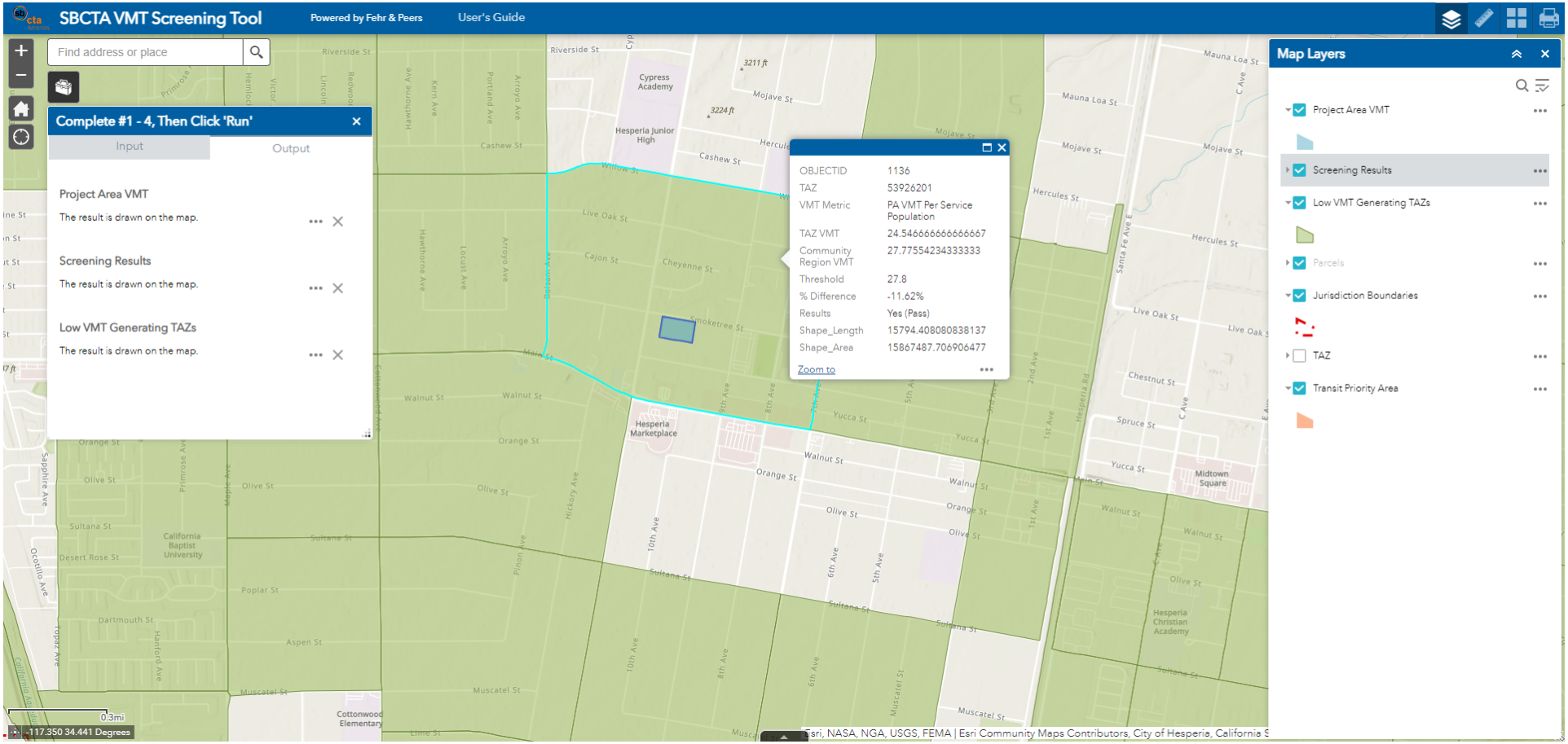
Land Use[1]	Intensity	Units[2]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Multifamily Housing (Low-Rise)	86	DU	9	26	35	28	16	44	580
		Total	***9***	***26***	***35***	***28***	***16***	***44***	***580***

[1]Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021). Included in **Attachment 2**.
[2] DU = Dwelling Unit

As shown in Table 3-2, the Project is anticipated to generate approximately 580 daily trips which is more than 110 daily trips. Therefore, the **Project does not qualify for 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 Low VMT Area Screening criterion. 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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Smoke Tree Residential
SBCTA VMT Screening Tool
Figure 3-1