

Appendix L Vehicle Miles Traveled Screening Analysis

Appendix

This page intentionally left blank.

ENVIRONMENT | PLANNING | DEVELOPMENT SOLUTIONS, INC.

Date: October 17, 2022
Prepared by: Meghan Macias, TE
To: Jorge Estrada, Placeworks
Site: Pathways to College Charter School
Subject: Vehicle Miles Traveled (VMT) Screening Analysis

This technical memorandum evaluates the trip generation and need to prepare a traffic impact analysis (TIA) or vehicle miles traveled (VMT) analysis for the proposed Pathways to College Charter School. The proposed project is located on a vacant 25.75-acre site south of Mojave Ave, east of 3rd Ave, North of Hercules St, West of Hesperia Rd in the City of Hesperia. The location of the project is shown in Figure 1 - Project Location, and the project site plan is shown in Figure 2 – Project Site Plan. The project proposes to construct a charter school which will serve a maximum of 60 employees and 700 children from grades TK to 8th and operate Monday through Friday 6AM to 6PM.

The project would replace the existing Pathways to College school, currently housed on the site of the Mesa Grande Elementary School. The existing school is located at the southwest corner of 3rd Avenue/Olive Street, approximately 1.2 miles south of the project site. The existing school has an enrollment of 365 students, 316 (86%) of which currently reside in the boundaries of the Hesperia Unified School District. Construction of the new school is intended to better accommodate the existing student enrollment and provide capacity for anticipated increases in enrollment over the next several years. Based on existing enrollment and demand, the project is not anticipated to cause an immediate increase in students or staff in the near-term conditions. The project site plan is shown in Figure 1.

Vehicle Miles Traveled Screening Analysis

Senate Bill (SB) 743 was signed by Governor Brown in 2013 and required the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to LOS for evaluating Transportation impacts. SB743 specified that the new criteria should promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks and a diversity of land uses. The bill also specified that delay-based level of service could no longer be considered an indicator of a significant impact on the environment. In response, Section 15064.3 was added to the CEQA Guidelines beginning January 1, 2019. Section 15064.3 - Determining the Significance of Transportation Impacts states that Vehicle Miles Traveled (VMT) is the most appropriate measure of transportation impacts and provides lead agencies with the discretion to choose the most appropriate methodology and thresholds for evaluating VMT.

The City's Traffic Impact Analysis Guidelines provides VMT screening thresholds to identify projects that would be considered to have a less-than significant impact on VMT and therefore could be screened out from further analysis. If a project meets one of the following criteria, then the VMT impact of the project would be considered less-than significant and no further analysis of VMT would be required:

1. The project is located within a Transit Priority Area (TPA).
2. The project is located in a low VMT generating area.
3. Project Type Screening (the project generates fewer than 110 daily vehicle trips or is considered a local-serving land use)

The applicability of each criterion to the project is discussed below.

Screening Criteria 1 - Transit Priority Area Screening: According to the City's guidelines, projects located in a TPA may be presumed to have a less than significant impact. The project is not located in a TPA, therefore the project would not satisfy the requirements of Screening Criteria 1 – TPA screening.

Screening Criteria 2 - Low VMT Area Screening: The City's guidelines include a screening threshold for projects located in a low VMT generating area. Low VMT generating area is defined as traffic analysis zones (TAZs) with a total daily VMT/Service Population (employment plus population) that is less than the current County of San Bernardino VMT/Service Population (noted to be 32.7 in the guidelines). The project's site was evaluated using the SBCTA VMT Screening Tool ([SBCTA VMT Screening Tool \(arcgis.com\)](https://arcgis.com)). According to the results of the online tool, the Countywide VMT/Service Population of the project TAZ is higher than the County average. Therefore, the project would not meet Screening Criteria 2 – Low-VMT Area Screening.

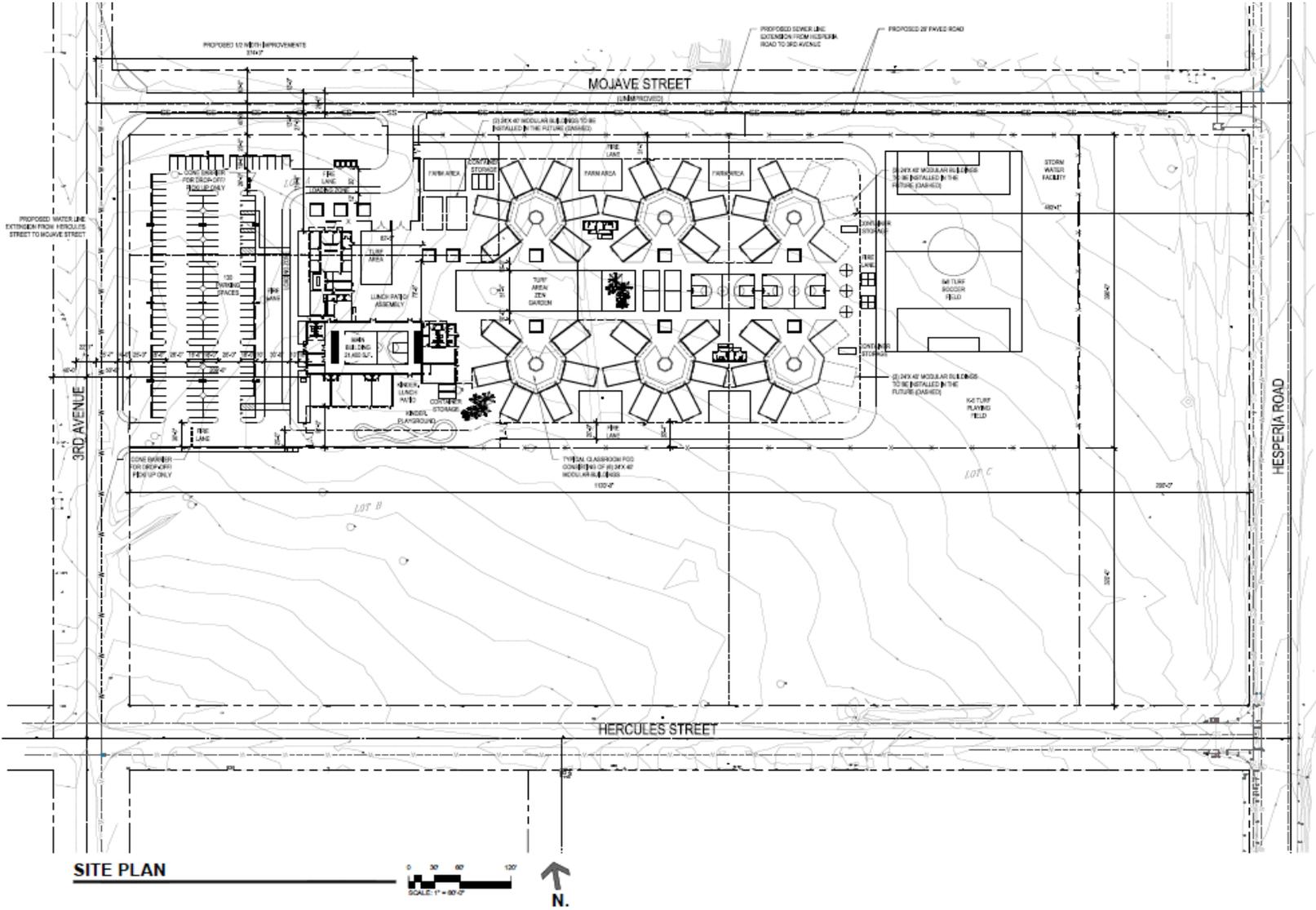
Screening Criteria 3 –Project Type: According to the City's guidelines, projects which generate fewer than 110 daily vehicle trips, propose local serving retail (retail projects less than 50,000 square feet) or other local serving uses would have a less than significant impact on VMT. Local-serving project types include “local-serving K-12 schools”. As shown in Table 1, the project would generate more than 110 daily trips. Furthermore, the project is not a retail project and would therefore not be considered local-serving retail. The project could be considered a local serving use, however.

The project is a charter school, and therefore is open to enrollment to all students, not just those who live within the local school district. As noted in the project description, however, the project would involve relocating an existing school while allowing for future increases in enrollment. The existing school has an enrollment of 365 students, 316 (86%) of which currently reside in the Hesperia Unified School District. The existing school is currently serving local residents and would continue to serve local residents at the new site, approximately 1 mile north of the existing site. In addition, the location of the project is surrounded by residential zoning, therefore as the area is built out over time, the project would provide a neighborhood school option that would serve the local community.

For these reasons, the project would be considered a locally serving land use and the impacts on vehicle miles traveled should be considered less than significant.

If you have any questions about this information, please contact me at (949) 794-1186 or meghan@epdsolutions.com.

Figure 1: Project Site Plan



Source: Kirk Moeller Architects, Inc.

Table 1: Project Trip Generation

Land Use	Units	Daily	AM Peak Hour			MD Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total	In	Out	Total
<u>Trip Rates</u>											
Charter Elementary School ¹	Per Student	1.85	0.54	0.50	1.04	0.35	0.37	0.72	0.06	0.10	0.16
<u>Project Trip Generation</u>											
Pathways to College	700 Students	1295	379	349	728	247	257	504	39	73	112
¹ Trip rates from the Institute of Transportation Engineers, <i>Trip Generation, 11th Edition, 2021</i> . Land Use Code 536 - Charter Elementary School.											