



May 3, 2023

City of Bakersfield, Public Works Department
Traffic Engineering
1501 Truxtun Avenue
Bakersfield, CA 93301

Re: General Plan Amendment for approximately 80.45 acres located on the northeast corner of Pensinger Road and S. Allen Road, Assessor Parcel Number (APN) 535-010-01, 03 & 04, Located in the Northwest Quarter of Section 24, T30S, R26E, M.D.M. McIntosh & Associates Job No. 18-040

Please consider the following information provided, as justification for an exemption from the requirement to perform an independent traffic impact analysis for the subject General Plan Amendment and Zone Change. The project proposes to revise the land use on approximately 80.45 gross acres. The existing land use is designated as Low Density Residential (LR). The existing zoning is One-Family Dwelling,(R-1). The project proposes to develop the entire 80.45 acres, with single family residential dwellings, with a maximum development cap of 499 dwelling units. The proposed land use designation is High Medium Density Residential (HMR). Due to the current housing crisis in the State of California, the proposed zoning is Multiple-Family Dwelling (R-3). Per the City of Bakersfield municipal code Section 17.16.070.C, this will allow for more flexibility in lot sizes and flexibility in future development to accommodate current demand.

The attached Tables 1, 2 & 3 indicate trip generation calculations using the "Institute of Transportation Engineers" Trip Generation Manual 11th Edition for the existing land use/zoning and proposed GPA/ZC. As shown on the attached Table 1, the existing land use/zoning results in a P.M. Peak Hour trip generation of 522 Trip Ends. Table 1 also indicates that the proposed land use/zoning will result in a P.M. Peak Hour trip generation of 450 Trip Ends, for a net decrease of 72 P.M. Peak Hour Trip Ends. For the A.M. Peak Hour, Table 3 indicates the existing land use/zoning results in a trip generation of 371 Trip Ends. Table 3 also indicates that the proposed land use/zoning will result in an A.M. Peak Hour trip generation of 322 Trip Ends, for a net decrease of 50 A.M. Peak Hour Trip Ends. Table 2 indicates similar trip generation calculations for Daily Traffic volumes.

Since this proposed revision to the land use actually decreases the P.M. Peak Hour trip generation volume by 72 trips and the A.M. Peak Hour trip generation volume by 50 trips, the proposed General Plan Amendment should be exempted from performing a detailed traffic impact analysis in accordance with the City's "Methodology for Independent Assessment of Regional Impact Fees". The project applicant would therefore like to request that the Regional Transportation Impact Fee (RTIF) fixed rate fee schedule be used for computation of required impact fees for the project.

In 2013 SB 743 was passed by legislation and signed into law by the Governor of California, with the intent to change the evaluation of traffic impacts related to CEQA from Level of Service (LOS) to Vehicle Miles Traveled (VMT). Guidelines for implementation of the law were approved in December 2018 and agencies are required to implement the requirements by July 1, 2020. As of May 2023, the City of Bakersfield has not adopted any policies or thresholds for VMT analysis. Under CEQA, agencies have the discretion to adopt policies and thresholds based on a wide range of options and evaluation criteria. Per the 2009 Regional Transportation Impact Fee (RTIF) Nexus Report, Single family has an average trip length of 9.57 miles. Based on the high number of local-retail facilities, and transportation facilities located and proposed around and near the project site, we believe that there is sufficient justification that the estimated vehicle miles traveled would be significantly less than 9.57 miles, as well as below the Governor's Office of Planning and Research recommended threshold for a proposed project exceeding a level of 15 percent below existing VMT per capita which would be approximately 8.14 miles. For the purpose of this study, it was assumed City of Bakersfield will adopt this same recommendation for VMT per capita threshold, therefore the project has less than significant impacts.

Along with the above mentioned tables, attached is a copy of the Proposed General Plan Amendment exhibit map with the project area shown. Please contact us should you have any questions regarding this request for exemption.

Sincerely,

McIntosh & Associates



Blaine Neptune

RCE 55102

Project Traffic -18040.00 - Lorenzi

The traffic volumes generated from the proposed project were estimated using the "Institute of Transportation Engineers" Trip Generation Manual, 11th ed. © 2023.

Project Traffic – PM Peak Hour

Table 1: Proposed Project Traffic - P.M. Peak Hour Trip Ends

Land Use	Acres	Density D.U.'s / AC	D.U.'s / GLFA	ITE Code	Rate	Peak Hour Trips-PM	Split In	Split Out
Single Family Residential (LR) (Existing)	80.45	7.26	584	210	Note 1	522	329	193
Single-Family Residential (HMR) (Proposed)	80.45	6.20	499	210	Note 1	450	284	166
TOTAL						-72	-45	-27

Note 1: Used Fitted Curve Equation: $Ln(T) = 0.94Ln(x) + 0.27$ to determine trip generation.

Project Traffic – Daily Traffic (A.A.D.T.)

Table 2: Proposed Project Traffic – Daily Traffic Trip Ends (A.A.D.T.)

Land Use	Acres	Density D.U.'s / AC	D.U.'s / GLFA	ITE Code	Rate	Daily Trip Ends- AADT	Split In	Split Out
Single Family Residential (LR) (Existing)	80.45	7.26	584	210	Note 1	5117	2559	2558
Single Family Residential (HMR) (Proposed)	80.45	6.20	499	210	Note 1	4428	2214	2214
TOTAL						-689	-345	-344

Note 1: Used Fitted Curve Equation: $Ln(T) = 0.92Ln(x) + 2.68$ to determine trip generation.

Project Traffic – AM Peak Hour

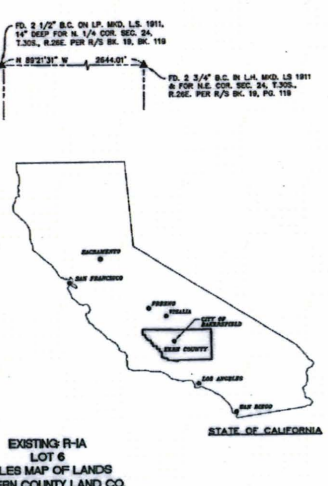
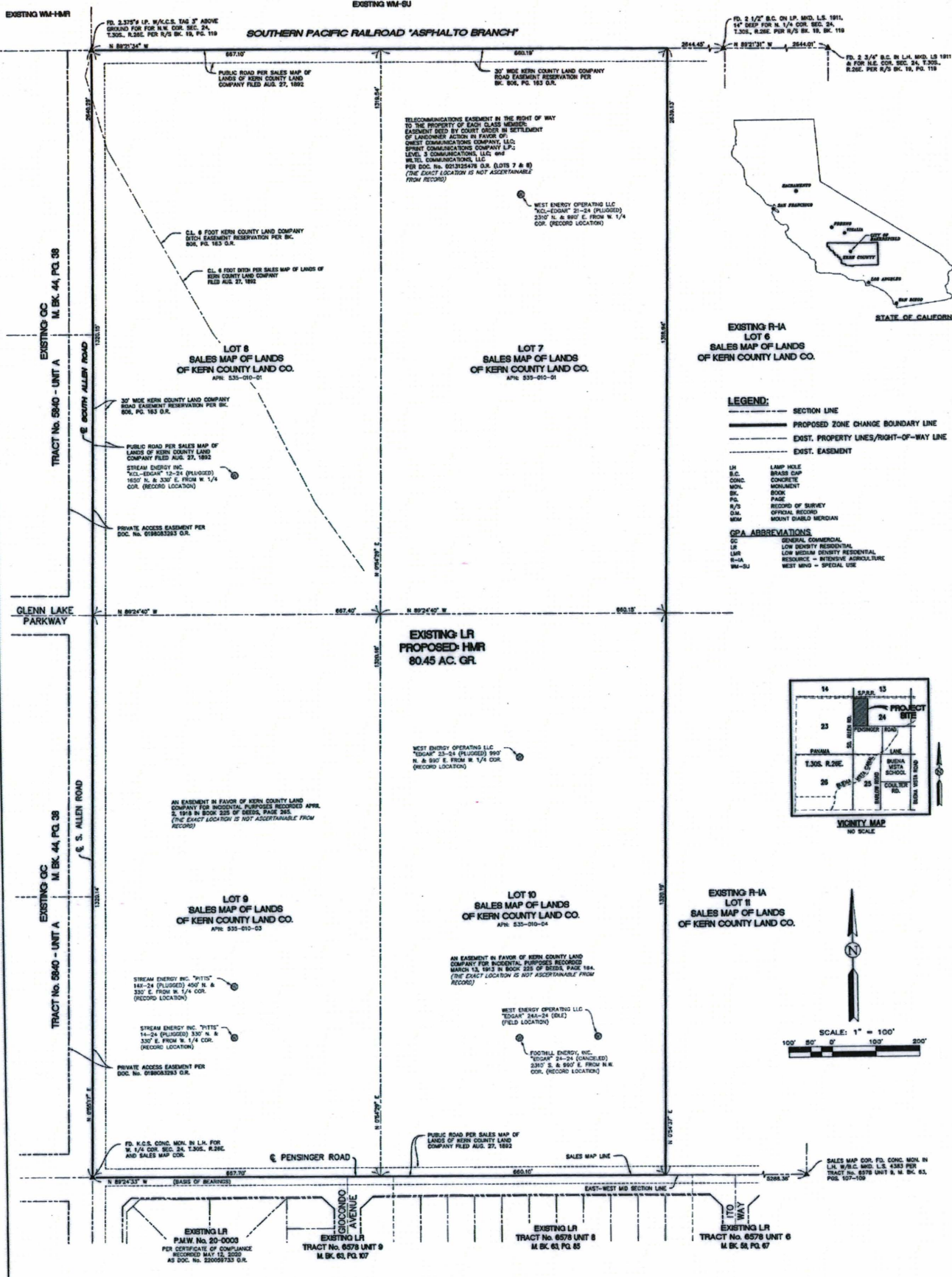
Table 3: Proposed Project Traffic - A.M. Peak Hour Trip Ends

Land Use	Acres	Density D.U.'s / AC	D.U.'s / GLFA	ITE Code	Rate	Peak Hour Trips-AM	Split In	Split Out
Single Family Residential (LR) (Existing)	80.45	7.26	584	210	Note 1	371	93	278
Single Family Residential (HMR) (Proposed)	80.45	6.20	499	210	Note 1	322	81	241
TOTAL						-49	-12	-37

Note 1: Used Fitted Curve Equation: $T = 0.91(X) + 0.12$ to determine trip generation.

PROPOSED GENERAL PLAN AMENDMENT

LANDSTONE COMPANIES, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY



- LEGEND:**
- SECTION LINE
 - PROPOSED ZONE CHANGE BOUNDARY LINE
 - EXIST. PROPERTY LINES/RIGHT-OF-WAY LINE
 - EXIST. EASEMENT
- SYMBOLS:**
- LH LAMP HOLE
 - B.C. BRASS CAP
 - CONC. CONCRETE MONUMENT
 - BOOK BOOK
 - PG. PAGE
 - R/S RECORD OF SURVEY
 - O.M. OFFICIAL RECORD
 - M.M. MOUNT DIABLO MERIDIAN
- GPA ABBREVIATIONS:**
- GC GENERAL COMMERCIAL
 - LR LOW DENSITY RESIDENTIAL
 - LMR LOW MEDIUM DENSITY RESIDENTIAL
 - R-1A RESOURCE - INTENSIVE AGRICULTURE
 - WM-SU WEST MIND - SPECIAL USE

