



December 31, 2021

Mr. Greg Quan
BEDFORD OPPORTUNITY FUND II, LLC
212 South Palm Avenue, Suite 200
Alhambra, California 91801

RE: Tract Map No. 20454 Vehicle Miles Traveled Screening Assessment
Project No. 19449

Dear Mr. Quan:

Ganddini Group, Inc. is pleased to provide this Vehicle Miles Traveled Screening Assessment for the proposed Tract Map No. 20454 project. We trust the findings of this analysis will aid you and the City of Victorville in assessing the project.

PROJECT DESCRIPTION

The 30.2-acre project site is located at the southwest corner of Mesa View Drive and Nyack Road in the City of Victorville. Figure 1 shows the project location map.

The currently vacant site is proposed to be developed with 110 single-family residential dwelling units. The project proposes three full access driveways to Balsam Road, and one full access to Winona Street. For purposes of this analysis, the proposed project is anticipated to be constructed and fully operational by year 2023. Figure 2 illustrates the project site plan.

PROJECT TRIP GENERATION

Table 1 shows the project trip generation based upon trip generation rates obtained from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition, 2021). Trip generation rates were determined for daily trips, AM peak hour inbound and outbound trips, and PM peak hour inbound and outbound trips for the proposed land use. The number of trips forecast to be generated by the proposed project are determined by multiplying the trip generation rates by the land use quantity.

As shown in Table 1, the proposed project is forecast to generate 1,038 daily trips, including 78 trips during the AM peak hour and 103 trips during the PM peak hour.

VEHICLE MILES TRAVELED (VMT) SCREENING ANALYSIS

The June 16, 2020 City Council meeting adopted Resolution No. 20-010 which provided guidelines for VMT thresholds of significance for analyzing traffic impacts under CEQA. Exhibit 1 of this resolution provides project screening criteria which exempts projects from conducting a detailed VMT analysis.

The project VMT impact has been assessed in accordance with the City TIA Guidelines. The City TIA Guidelines establish screening thresholds for certain types of projects that may be presumed to cause a less

than significant VMT impact based on substantial evidence provided in the Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December 2018).

The City TIA Guidelines specify the following two screening steps: 1) Daily Vehicle Trip Thresholds Screening; and 2) Land Use Types Screening.

Daily Vehicle Trip Screening

Projects that result in a net increase of 1,285 or less weekday daily trips are presumed to have a less than significant impact and are screened from a VMT analysis. The latest edition of the Institute of Transportation Engineers (ITE) *Trip Generation Manual* will be used to estimate daily trip generation.

Since the proposed project is forecast to generate fewer than 1,285 daily trips, the proposed project satisfies the City-established screening criteria for daily vehicle trips and may be presumed to result in a less than significant VMT impact.

Land Use Types Screening

Some project types have been identified as having the presumption of a less than significant impact as they are local serving by nature, or they are small enough to not warrant assessment. The following land use types will be used for screening:

- Single-family or multifamily residential – 136 dwelling units or less
- Office – 227,000 square feet
- Retail – 122,000 square feet
- Warehousing – 829,000 square feet
- Light industrial – 296,000 square feet
- K-12 public school
- Daycare/childcare/pre-k
- Affordable housing
- Student housing
- Community institutions, social services, and public buildings

Since the proposed project is less than 136 dwelling units of single-family residential, the proposed project satisfies the City-established screening criteria for land use types and may be presumed to result in a less than significant VMT impact.

CONCLUSION

The proposed project is forecast to generate approximately 1,038 daily vehicle trips, including 78 vehicle trips during the AM peak hour and 103 vehicle trips during the PM peak hour.

Since the proposed project is forecast to generate fewer than 1,285 daily trips, the proposed project satisfies the City-established screening criteria for daily vehicle trips and may be presumed to result in a less than significant VMT impact.

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Since the proposed project is less than 136 dwelling units of single-family residential, the proposed project satisfies the City-established screening criteria for land use types and may be presumed to result in a less than significant VMT impact.

We appreciate the opportunity to assist you on this project. Should you have any questions or if we can be of further assistance, please do not hesitate to call at (714) 795-3100 x 103.

Sincerely,

GANDDINI GROUP, INC.
Bryan Crawford | Senior Associate
Giancarlo Ganddini, PE, PTP | Principal



**Table 1
Project Trip Generation**

Trip Generation Rates									
Land Use	Source ¹	Units ²	AM Peak Hour			PM Peak Hour			Daily Rate
			% In	% Out	Rate	% In	% Out	Rate	
Single-Family Detached Housing	ITE 210	DU	26%	74%	0.70	63%	37%	0.94	9.43

Trips Generated									
Land Use	Quantity	Units ²	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Single-Family Detached Housing	110	DU	21	57	78	65	38	103	1,038

Notes:

1) Sources:

ITE = Institute of Transportation Engineers *Trip Generation Manual* (11th Edition, 2021); ### = Land Use Code.

2) DU = Dwelling Units

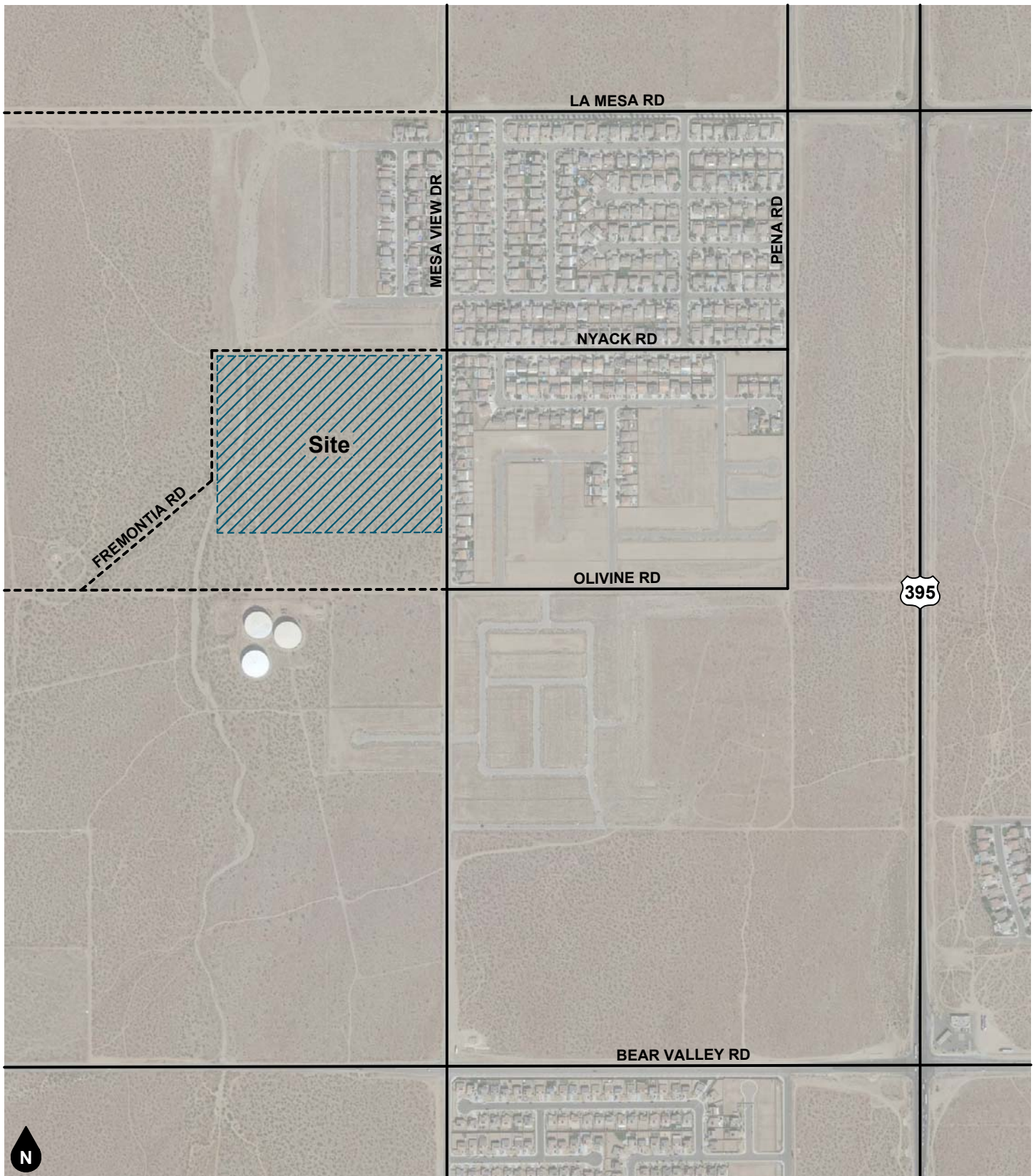
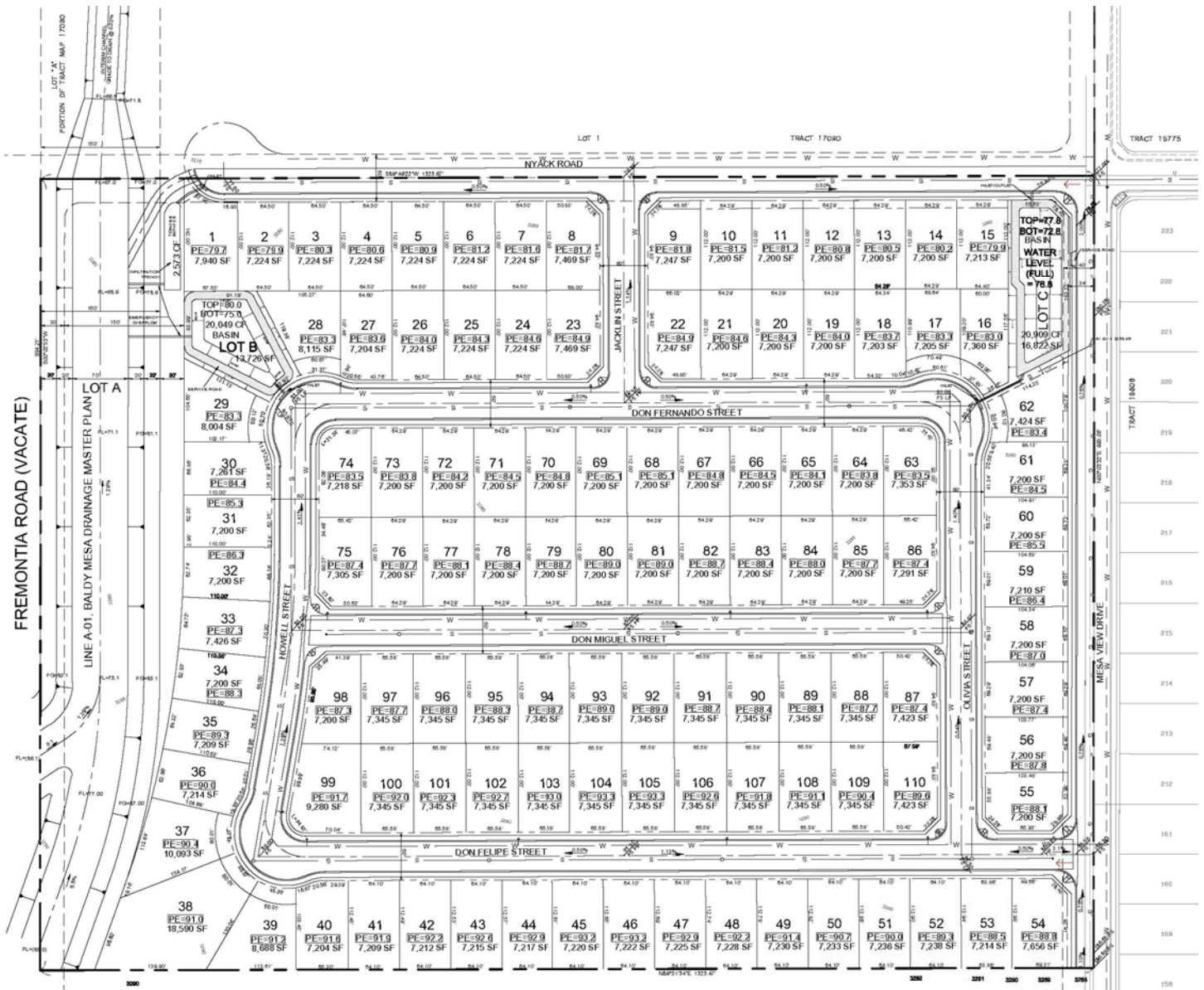


Figure 1
Project Location Map



**Figure 2
Site Plan**