



## Project Scoping Form

This scoping form shall be submitted to the City of San Jacinto to assist in identifying infrastructure improvements that may be required to support traffic from the proposed project.

### Project Identification:

Case Number:	
Related Cases:	
SP No.	
EIR No.	
GPA No.	
CZ No.	
Project Name:	Kirby Street Project (TTM No. 38339)
Project Address:	Kirby to the west, Ivy Crest to the east, north of Oostdam
Project Opening Year:	2025
Project Description:	76 single family detached residential dwelling units

	<b>Consultant:</b>	<b>Developer:</b>
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Fax/Email:	cso@urbanxroads.com	Jordan@cormanleigh.com

### Trip Generation Information:

Trip Generation Data Source: ITE Trip Generation Manual (11th Edition, 2021)

Current General Plan Land Use:  
LDR - Low Density Residential

Proposed General Plan Land Use:  
LDR - Low Density Residential

Current Zoning:  
RL - Rural Living

Proposed Zoning:  
RL - Rural Living



	Existing Trip Generation			Proposed Trip Generation		
	In	Out	Total	In	Out	Total
AM Trips				14	39	53
PM Trips				45	26	71

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 8 of the guidelines related to LOS assessment and Page 9 related to VMT).

**Is the project screened from LOS assessment?** ☒ Yes ☐ No

LOS screening justification (see Page 8 of the guidelines): \_\_\_\_\_  
Project is proposed to consist of 76 single family residential dwelling units (fewer than 100 single family residential lots) and would generate fewer than 100 peak hour trips.

**Is the project screened from VMT assessment?** ☒ Yes ☐ No

VMT screening justification (see Page 9 of the guidelines): The Project meets the low VMT Area screening criteria. The Project was found in RIVCOM TAZ 2160. The Project TAZ generates 15.9 VMT per service population and the City's threshold is 34.62 VMT per service population.



## Level of Service Scoping

- Proposed Trip Distribution (Attach Graphic for Detailed Distribution):

North	South	East	West
N/A %	N/A %	N/A %	N/A %

- Attach list of Approved and Pending Projects that need to be considered (provided by the lead agency and adjacent agencies)
- Attach list of study intersections/roadway segments
- Attach site plan
- Note other specific items to be addressed:
  - Site access
  - On-site circulation
  - Parking
  - Consistency with Plans supporting Bikes/Peds/Transit
  - Other \_\_\_\_\_
- Date of Traffic Counts Not Applicable
- Attach proposed analysis scenarios (years plus proposed forecasting approach)
- Attach proposed phasing approach (if the project is phased)

## VMT Scoping

For projects that are not screened, identify the following:

- Travel Demand Forecasting Model Used Not Applicable
- Attach WRCOG Screening VMT Assessment output or describe why it is not appropriate for use
- Attach proposed Model Land Use Inputs and Assumed Conversion Factors (attach)

May 25, 2022

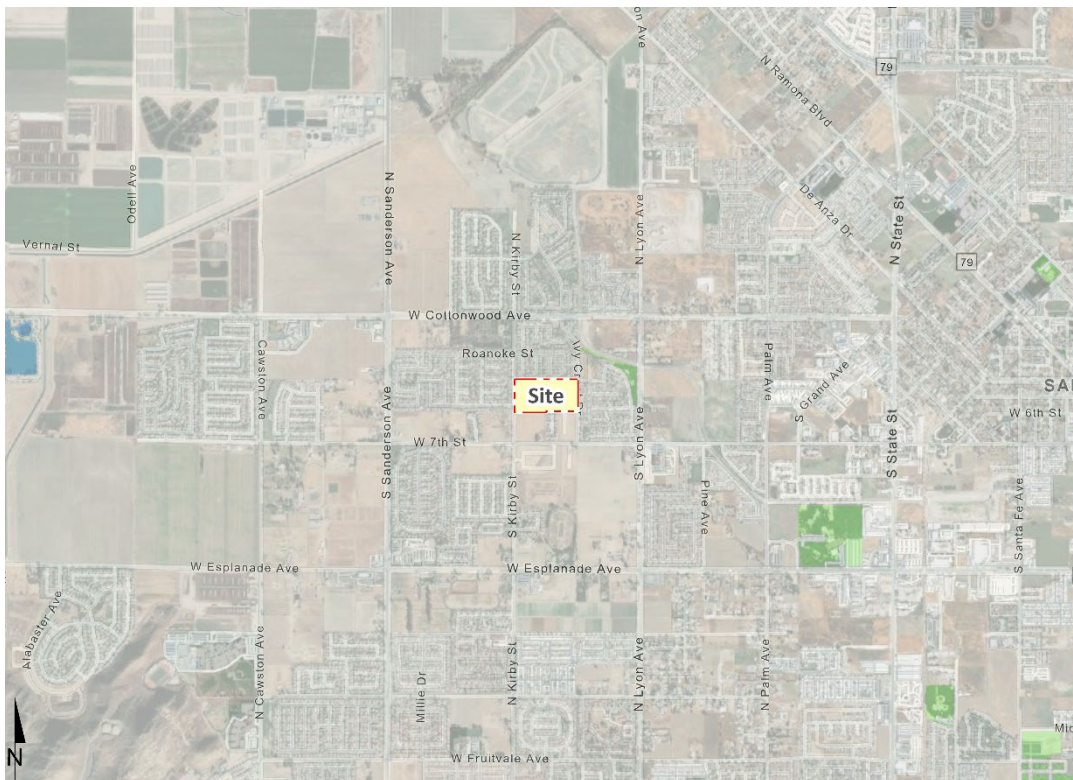
Yaneli Hernandez, Associate Planner  
City of San Jacinto  
595 S. San Jacinto Avenue  
San Jacinto, CA 92583

**KIRBY STREET RESIDENTIAL (TENATIVE TRACT MAP NO. 38339) TRAFFIC ANALYSIS SCOPING AGREEMENT**

Yaneli Hernandez,

The firm of Urban Crossroads, Inc. is pleased to submit this scoping letter regarding the traffic analysis for Kirby Street Residential development (**Project**), which is located on the northeast corner of Ivy Crest Drive and Oostdam Drive in the City of San Jacinto (see Exhibit 1). This letter describes the proposed Project trip generation, trip distribution, and analysis methodology, which have been used to establish the draft proposed Project study area and analysis locations.

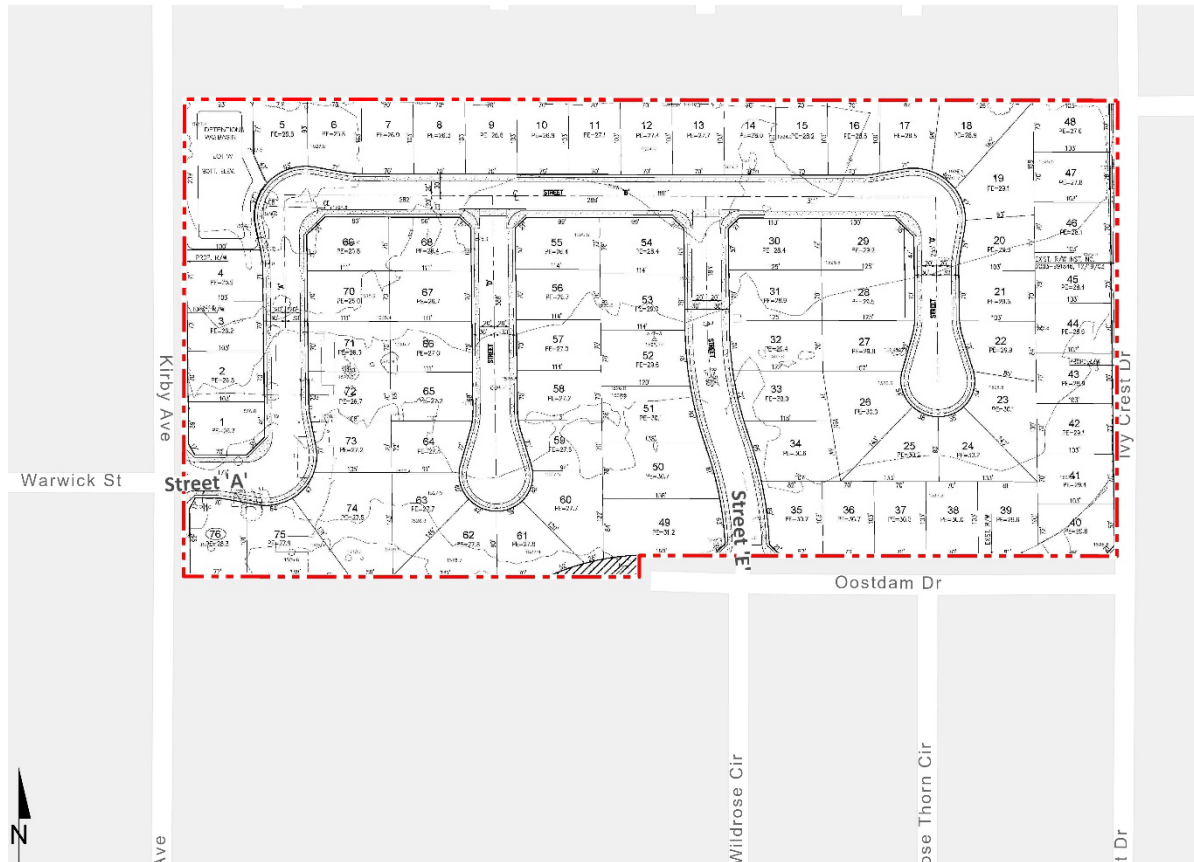
**EXHIBIT 1: LOCATION MAP**



## PROJECT DESCRIPTION

The Project is anticipated to have an Opening Year of 2025. The Project consists of the development of 76 single family residential dwelling units. A preliminary site plan for the proposed Project is shown on Exhibit 1. Access to the Project site will be accommodated via future Street A on Kirby Street (which aligns with existing Warwick Street) and Oostdam Drive via future Street E (which aligns with existing Wildrose Circle).

### EXHIBIT 2: PRELIMINARY SITE PLAN



## TRIP GENERATION

Trip generation represents the amount of traffic that is attracted and produced by a development and is based upon the specific land uses planned for a given project. In order to develop the traffic characteristics of the proposed project, trip-generation statistics published in the Institute of Transportation Engineers (ITE) Trip Generation Manual (11<sup>th</sup> Edition, 2021) for the Single Family Detached Residential Land Use category (ITE Land Use Code 210) was used to estimate the trip generation.

**TABLE 1: TRIP GENERATION RATES**

Land Use <sup>1</sup>	ITE Code	Units <sup>2</sup>	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Single Family Detached Residential	210	DU	0.18	0.52	0.70	0.59	0.35	0.94	9.43

<sup>1</sup> Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).

<sup>2</sup> DU = dwelling units

The trip generation summary illustrating daily, and peak hour trip generation estimates for the proposed Project are shown on Table 2. The proposed Project is anticipated to generate 718 two-way trip-ends per day with 53 AM peak hour trips and 71 PM peak hour trips (see Table 2).

**TABLE 2: PROJECT TRIP GENERATION SUMMARY**

Land Use	Quantity Units <sup>1</sup>	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Kirby Street Project (TTM No. 38339)	76 DU	14	39	53	45	26	71	718

<sup>1</sup> DU = dwelling units

## FINDINGS

Per the City's Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment (dated June 16, 2020, referred to as **City Guidelines**), projects that have fewer than 100 single family residential lots generally do not require a Traffic Study that includes Level of Service (LOS) operations analysis. This is because projects that generate less than 100 peak hour trips typically do not affect LOS significantly once distributed to the local roadway network. As shown on Table 2, the Project is proposed to include the development of 76 single family detached residential lots which would generate fewer than 100 peak hour trips. As such, additional traffic analysis beyond this scoping agreement is not necessary.

If you have any questions or comments, I can be reached at (949) 861-0177.

Respectfully submitted,

URBAN CROSSROADS, INC.



Charlene So, PE  
Principal