



November 23, 2021

Ms. Cheryl Tubbs, Vice President
LILBURN CORPORATION
1905 Business Center Drive
San Bernardino, California 92408

RE: Tentative Tract Map No. 20443 Project Transportation Study Screening Analysis
Project No. 19454

Dear Ms. Tubbs:

Ganddini Group, Inc. is pleased to provide this transportation study screening analysis for the proposed Tentative Tract Map No. 20443 Project in the unincorporated Joshua Tree area in the County of San Bernardino. We trust the findings of this analysis will aid the County of San Bernardino in assessing whether preparation of a transportation study will be required for the proposed project.

PROJECT DESCRIPTION

The 18.9-acre project site is located at the northwest corner of the intersection of Sunset Road and Alta Loma Drive in the unincorporated Joshua Tree area in the County of San Bernardino, California. The project site is currently vacant. The project location map is shown on Figure 1.

The proposed project involves entitlements for a proposed tract map for future development of approximately 75 single-family detached residential dwelling units. The project proposes vehicular access to Hill View Road and Sunset Road. The proposed site plan is illustrated on Figure 2.

TRIP GENERATION

The project trip generation is based upon trip generation rates obtained from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition, 2021). Based on review of the ITE land use descriptions, trip generation rates for Single-Family Detached Residential (ITE Land Use Code 210) was determined to adequately represent the existing land use and was used for calculating the project trip generation forecast. The project trip generation forecast was determined by multiplying the trip generation rates by the land use quantity.

As shown in Table 1, the proposed project is forecast to generate approximately 708 daily trips, including 53 trips during the AM peak hour and 70 trips during the PM peak hour.

CRITERIA FOR THE PREPARATION OF TRAFFIC IMPACT ANALYSES

According to the County of San Bernardino *Transportation Impact Study Guidelines* (July 2019) ["the County VMT Guidelines"], certain types of projects, because of their size, nature, or location, are exempt from the requirement of preparing a traffic impact analysis.

Level of Service (LOS) Analysis

As specified in the County of San Bernardino *Transportation Impact Study Guidelines*, (July 2019) [“the County Guidelines”], the requirement to prepare a transportation impact study with Level of Service analysis should be based on one or more of the following criteria:

- If a project generates more than 100 or more trips without consideration of pass-by trip reductions during any peak hour.
- If a project is located within 300 feet of intersection of two streets designated as Collector or higher on the County’s General Plan circulation system or an impacted intersection as determined by the County Traffic Division.
- If the project creates safety or operational concerns.
- If a project generates less than 100 trips without consideration of pass-by trip reductions during any peak hour, a study may be required if there are special concerns.

The proposed project is forecast to generate fewer than 100 peak hour trips. The project proposes access to Hill View Road and Sunset Road. Neither roadway is classified on the County’s General Plan Circulation System. Alta Loma Drive fronting the project’s southern boundary is classified as a Secondary Highway; however, the project does not propose access and intersecting roadways within 300 feet of the project site are unclassified. Assuming the project shall construct all on-site and off-site improvements (if any) in accordance with County design standards, the project would not create any new safety or operational concerns. Therefore, the proposed project does not appear to warrant preparation of a transportation impact study based on the County-established screening criteria for Level of Service analysis.

Although the proposed project does not appear to warrant preparation of a transportation impact study based on the County-established screening criteria for Level of Service analysis, the County scoping agreement form has been completed and included in Attachment A for County review and approval.

Vehicle Miles Traveled (VMT) Analysis

The VMT screening assessment has been prepared in accordance with the County guidelines, which were developed based on guidance from the Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA* (State of California, December 2018) [“OPR Technical Advisory”]. The County guidelines identify screening criteria for certain types of projects that typically reduce VMT and may be presumed to result in a less than significant VMT impact. They are as follows:

- Projects consisting of local servicing land use
 - Local-serving retail less than 50,000 square feet
 - Local-serving K-12 schools
 - Local parks
 - Day care centers
 - Student housing projects
 - Local serving community colleges
- Trip Screening
 - Existing facilities
 - Redevelopment with less than 10,000 square feet increase

- Projects with less than 110 daily vehicle trips (ADT)
 - 11 single family residential dwelling units
 - 16 multi-family residential dwelling units
 - 10,000 square feet of office
 - 15,000 square feet of light industrial
 - 65,000 square feet of warehousing
 - 79,000 square feet of high-cube transload and short-term storage warehouse
 - 12 hotel rooms

- Projects located within a Transit Priority Area (TPA) as determined by the most recent Southern California Council of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (i.e., projects within one-half mile of major transit stop or high-quality transit corridor)

- Projects located within a low VMT area as determined by the analyst (e.g., development in efficient areas of the County that would reduce VMT per person/employee and is beneficial to the region).

Local Servicing Land Use Screening

The proposed project does not include any uses defined as local servicing in the County guidelines; therefore, this screening criteria does not apply.

Trip Screening

The proposed project is does not include a new building or addition to an existing facility of less 10,000 square feet and is forecast to generate more than 110 daily trips; therefore, this screening criteria does not apply.

TPA Screening

The project is not located within a TPA; therefore, this screening criteria does not apply.

Low VMT Area Screening

The County Guidelines do not specify whether the VMT screening analysis should be conducted using either the Production-Attraction (PA) or Origin-Destination (OD) methodology. Therefore, the project VMT screening analysis was conducted based on both methodologies.

Exhibit A shows the San Bernardino County Transportation Authority (SBCTA) VMT Screening Tool results for the project site based on PA VMT per population. Based on the SBCTA VMT Screening Tool assessment, the proposed project is located within TAZ 53987201. The project PA TAZ VMT per population is equal to 15.7. The County of San Bernardino jurisdictional PA VMT per population is equal to 15.9. This represents a difference of -1.66% for the project. The project PA VMT per population is lower than the County of San Bernardino jurisdictional VMT per population and would therefore reduce residential VMT per person. Therefore, the proposed project satisfies the County-established screening criteria for projects located in low VMT areas and may be presumed to result in a less than significant VMT impact for this metric.

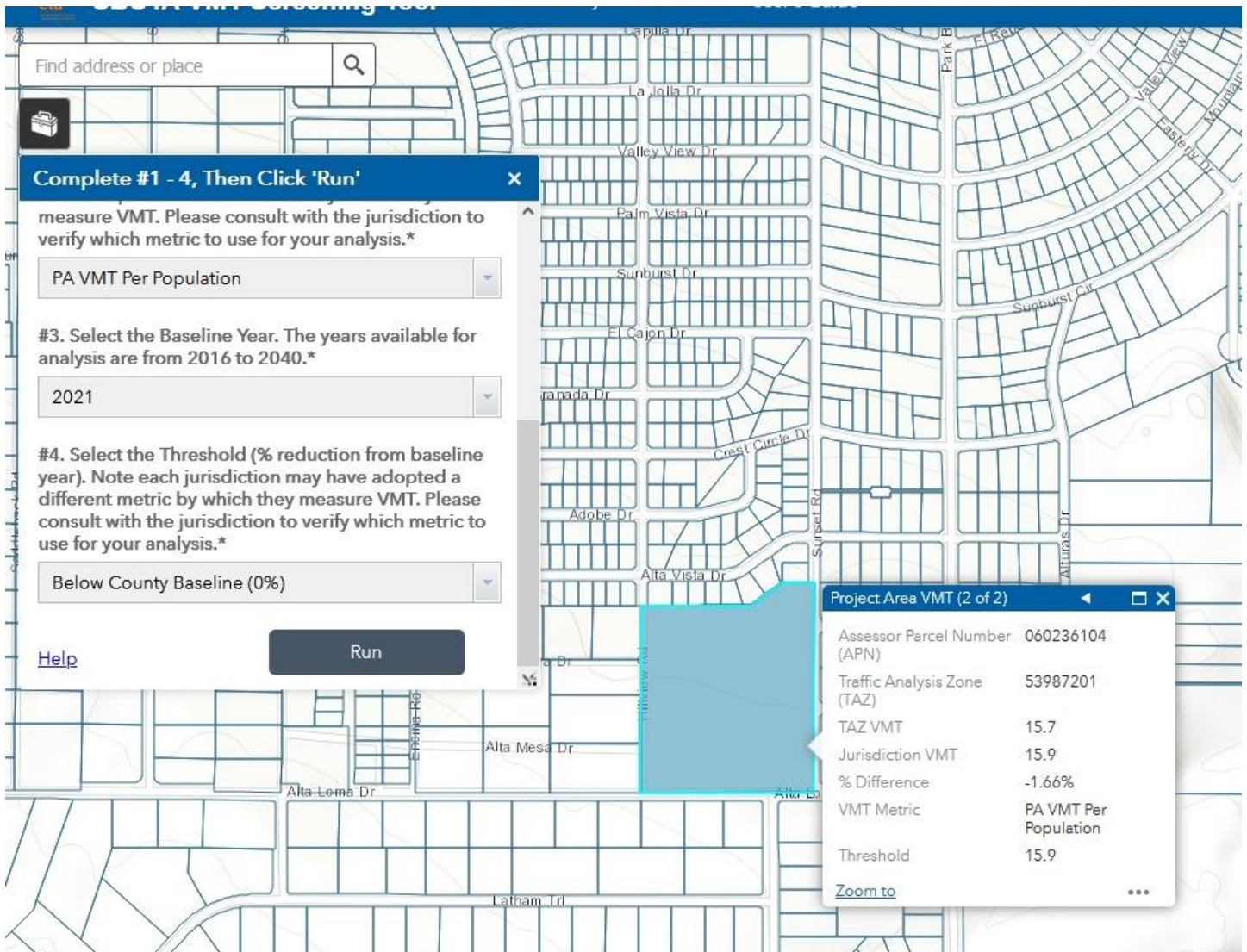


Exhibit A - SBCTA VMT Screening Tool Results for the Project (PA VMT / Population)

Exhibit B shows the SBCTA VMT Screening Tool results for the project site based on OD VMT per service population. The project OD VMT per population is equal to 25.2. The County of San Bernardino jurisdictional OD VMT per population is equal to 33.2. This represents a difference of -24.04% for the project. The project OD VMT per service population is lower than the County of San Bernardino jurisdictional VMT per service population and would therefore reduce total VMT per service population. Therefore, the proposed project satisfies the County-established screening criteria for projects located in low VMT areas and may be presumed to result in a less than significant VMT impact for this metric.

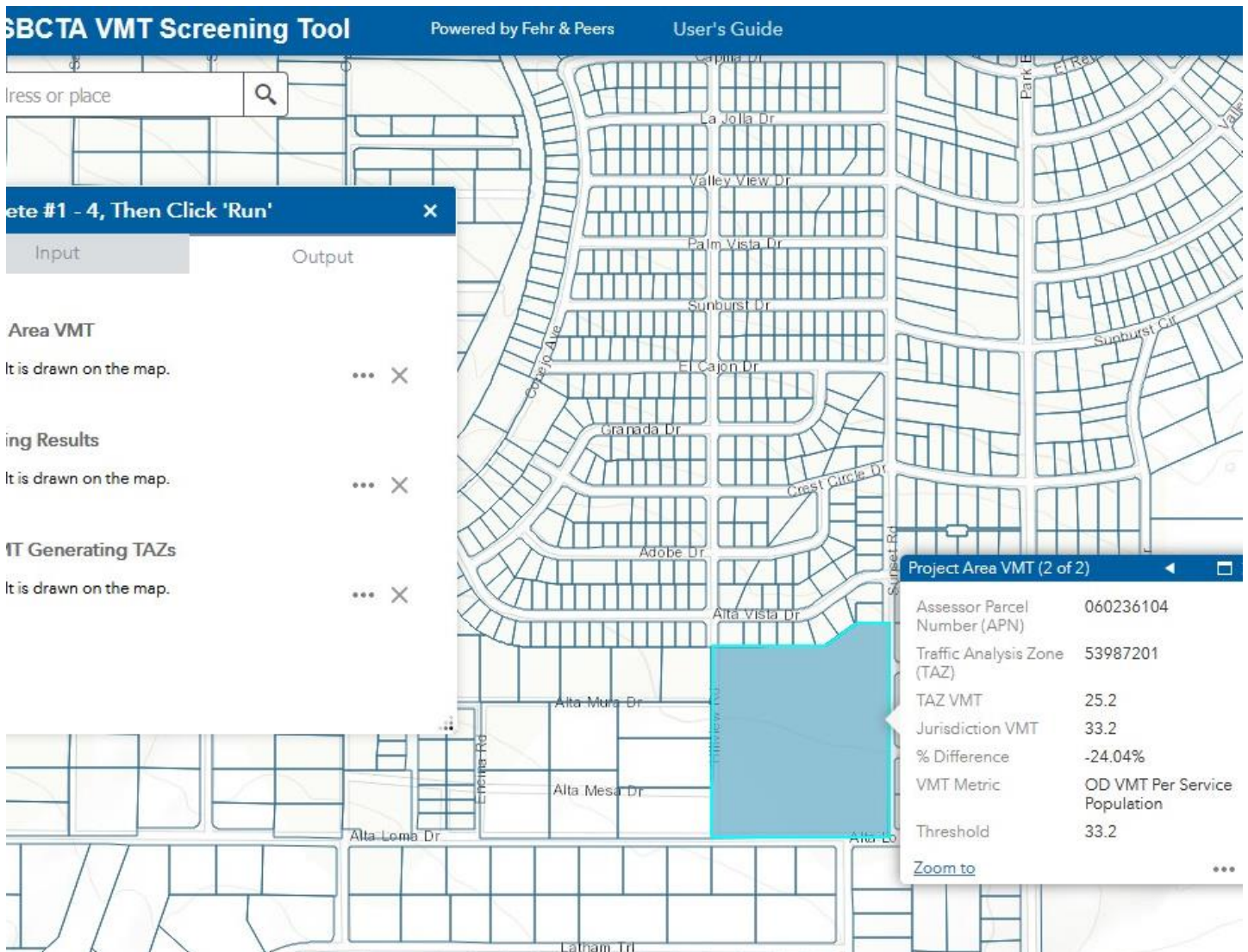


Exhibit B – SBCTA VMT Screening Tool Results for the Project (OD VMT / Service Population)

The project is located in a VMT-efficient area of the County that would reduce VMT per person/employee using both the PA VMT per population and OD VMT per service population methodologies. Therefore, the proposed satisfies the low VMT screening criteria established by the County and the project may be presumed to result in a less than significant impact.

CONCLUSIONS

The proposed project is forecast to generate approximately 708 daily trips, including 53 trips during the AM peak hour and 70 trips during the PM peak hour.

The proposed project does not appear to warrant preparation of a transportation impact study based on the County-established screening criteria for Level of Service analysis.

Ms. Cheryl Tubbs, Vice President
LILBURN CORPORATION
November 23, 2021

The project is located in a VMT-efficient area of the County that would reduce VMT per person/employee using both the PA VMT per population and OD VMT per service population methodologies. Therefore, the proposed satisfies the low VMT screening criteria established by the County and the project may be presumed to result in a less than significant 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 104.

Sincerely,
GANDDINI GROUP, INC.

Bryan Crawford, Senior Transportation Planner
Giancarlo Ganddini, TE, PTP, Principal



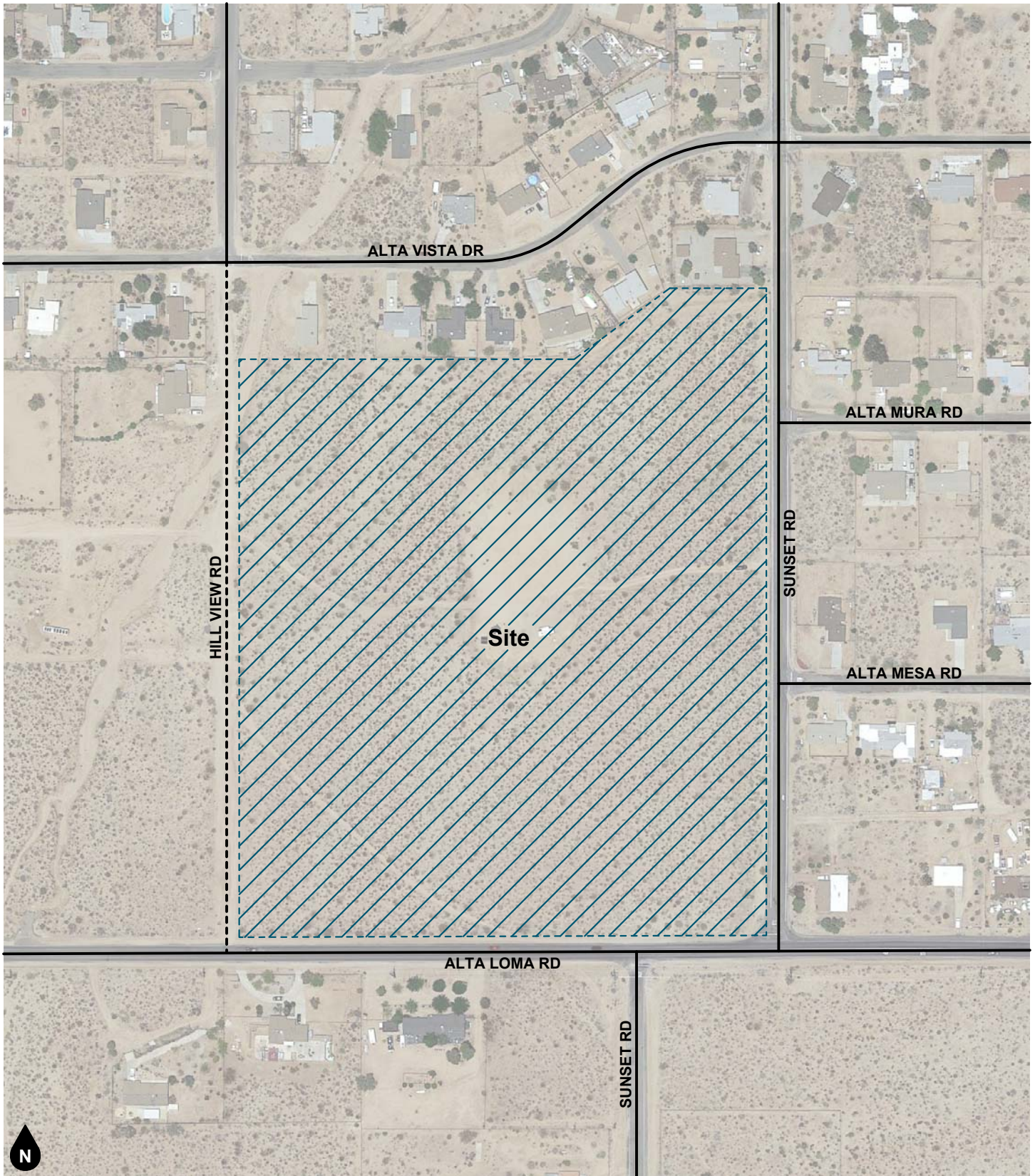
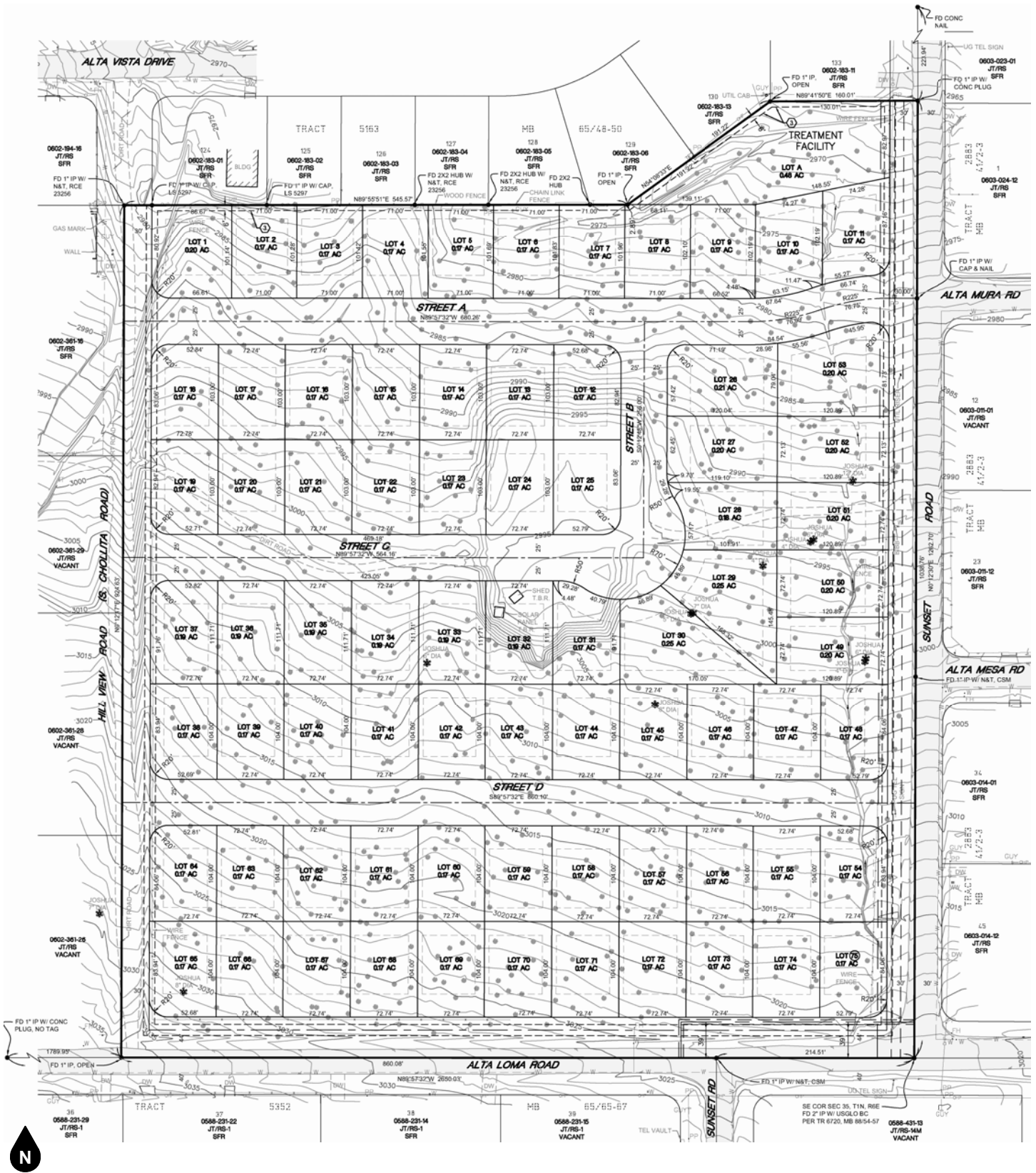


Figure 1
Project Location Map



**Figure 2
Site Plan**

**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 Residential	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 Residential	75	DU	14	39	53	44	26	70	708

Notes:

1) Sources:

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

2) DU = Dwelling Units

ATTACHMENT A
SCOPING AGREEMENT



SCOPE FOR TRAFFIC STUDY

Project Name:	Tentative Tract Map No. 20443 Project
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Scoping Agreement This Scope for Traffic Study acknowledges San Bernardino County Department of Public Works, Traffic Division requirements of traffic impact analysis for the project and is subject to change:

Project Address:	Northwest corner of Sunset Road and Alta Loma Drive		
Project Description:	75 dwelling units of Single-Family Residential		
City:	Unincorporated Joshua Tree area		
Project Buildout Year:	2023	Ambient Growth Rate per Year:	2%
Closest Intersection (Xtn) to the Project			
Xtn N/S Street Name:	Sunset Road		
Xtn E/W Street Name:	Alta Loma Drive		
Thomas Guide Pg+Grid:	--	County Supervisorial District:	3

	Engineer	Developer
Company:	GANDDINI GROUP, INC.	LILBURN CORPORATION
Name:	Bryan Crawford	Cheryl Tubbs
Address:	555 Parkcenter Drive, Suite 225	1905 Business Center Drive
City, State, Zip Code:	Santa Ana, CA 92705	San Bernardino, CA 92408
Phone #:	714-795-3100	909-236-3425
CELL:		
Email:	bryan@ganddini.com	cheryl@lilburncorp.com

By: _____

Print Name: Bryan Crawford **Date:** 11/19/21

Consultant/Developer's Representative **Date**

Reviewed By: _____

Print Name: _____

Traffic Division Representative **Date**



SCOPE FOR TRAFFIC STUDY

Project Name:	Tentative Tract Map No. 20443 Project
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1. **Traffic Distribution:** Please insert or attach Figure(s) illustrating project trip distribution in percentages and volumes at the study intersections analyzed.

2. **Trip Credit:** Exact amount of credit subject to approval by Traffic Division.

Transportation Demand Management (TDM)	Yes/no	NO
Existing Active Land Use	Yes/no	NO
Previous Land Use	Yes/no	NO
Internal Trip Reduction	Yes/no	NO
Pass-by Trip Reduction	Yes/no	NO

3. **Related Projects:** Consultant should check with Planning in the San Bernardino County Department of Land Use Services and planning departments of adjoining Cities. Documentation of the consultation from these agencies shall be included in the traffic study. Related projects list shall be submitted to Traffic Division for our review and approval before being incorporated in the study.

4. **Freeway Analysis:** The potential traffic impact on the following Freeway(s) must be considered.

Not Applicable

The applicant shall consult with the State of California Department of Transportation (Caltrans) to determine the California Environmental Quality Act levels of significance with regard to traffic impacts on Caltrans' freeway facilities. This consultation shall also include a determination of Caltrans requirements for the study of traffic impacts to its facilities and the mitigation of any such impacts. This analysis must follow the most current Caltrans' Guide for the Preparation of Traffic Impact Studies (December 2002) and can be obtained from <http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tiguide.pdf>. If Caltrans finds that the project has a significant impact on the freeway, Caltrans shall be requested to include the basis for this finding in their response. If fees are proposed to mitigate the freeway impact, Caltrans shall be requested to identify the specific project to which the fees will apply. These written comments from Caltrans shall be included with the traffic study and submitted to Public Works for review and approval. If a documented good faith effort is made to consult with Caltrans and written comments cannot be obtained from within a reasonable amount of time, an analysis of the freeway impact shall be made using HCM procedures. Appendix A of the SANBAG CMP outlines allowable modifications to these procedures. The SANBAG CMP can be viewed online at: http://www.sanbag.ca.gov/planning/subr_congestion.html



SCOPE FOR TRAFFIC STUDY

Project Name:	Tentative Tract Map No. 20443 Project
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5. Trip Generation

Trip Generation Rate(s) Source: ITE Trip Generation		I – Institute of Transportation Engineers; S – San Diego Traffic Generators; C – County; O – Other:						Edition:		11 th 2021	
Land Use Code	Land Use	Rate Based on	Qty ¹	Average Vehicle Trip Ends vs	ADT	Weekday a.m. peak		Weekday p.m. peak		Weekend peak hour	
						In	Out	In	Out	In	Out
210	Single-Family Detached Residential	ITE	75	DU	708	14	39	44	26	-	-

For ITE Land Uses provide number and name of Land Use. e.g. LU 814 - Variety Store

See attached Table 1.



SCOPE FOR TRAFFIC STUDY

Project Name:	Tentative Tract Map No. 20443 Project
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6. Study Intersections: At minimum, the study shall include the following intersections. The list is subject to change after related projects, trip generation and distribution are determined. Consultant should check with adjoining Cities regarding their requirements in addition to the following County/City intersections. Documentation of the consultation from these agencies shall be included in the traffic study.

Xtn #	% County	Thomas Guide Page+Grid	N/S/E/W Street Name	City	Signalized	CMP
n/a	n/a		n/a	n/a	n/a	n/a

Cites to be consulted: n/a



SCOPE FOR TRAFFIC STUDY

Project Name:

7. Other:

Traffic counts may be conducted immediately per the following:
<ul style="list-style-type: none">• Must be taken on Tuesdays, Wednesdays or Thursdays.
<ul style="list-style-type: none">• Must exclude holidays, and the first weekdays before and after the holiday.
<ul style="list-style-type: none">• Must be taken on days when local schools or colleges are in session.
<ul style="list-style-type: none">• Must be taken on days of good weather, and avoid atypical conditions (e.g., road construction, detours, or major traffic incidents).
<ul style="list-style-type: none">• Traffic counts used for other traffic studies in the area shall NOT be reused again, unless 25% of the counts conducted for that particular traffic study are validated with new counts. The difference in volumes between the old and new counts at each corresponding movement should not be more than 10%.
<ul style="list-style-type: none">• New traffic counts shall be checked to ensure the difference in volumes at corresponding approaches, if applicable, between two adjacent intersections is no more than 10% unless the difference can be justified.
<ul style="list-style-type: none">• For all proposed mitigation measures, a conceptual plan for the improvements shall be submitted to our Traffic Studies section for review and approval prior to the approval of the Traffic Impact Analysis. All proposed improvements shall be within the right-of-way.
<ul style="list-style-type: none">• For all cumulative mitigation measures, a cost estimate for the improvement shall be submitted.

This analysis must follow the most current Traffic Impact Study Guidelines for the County as stated in the County's Road Planning and Design Standards.

8. Fees

The County charges on an actual cost basis for review of traffic studies. An initial deposit of \$3400 is required at the time that a land use application is filed with the Department of Land Use Services. If the review costs exceed the initial deposit, the applicant will be expected to provide additional funds and the review will be suspended until the additional funds are deposited.



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Project Name:	Tentative Tract Map No. 20443 Project
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9. Contact Information:

Please submit a signed copy of this scope for approval by the Traffic Division. Draft scopes may be sent electronically. Final scope with signature should be submitted in person or by US Mail to:

County of San Bernardino
Dept. of Public Works, Traffic Division
825 E. 3rd Street, Rm 115
San Bernardino, CA 92415-0835

909-387-8239

Anthony Pham

Anthony.Pham@lus.sbcounty.gov

Jeremy Johnson

Jeremy.Johnson@dpw.sbcounty.gov

**Table 1
Project Trip Generation**

Trip Generation Rates									
Land Use	Source ¹	Units ²	AM Peak Hour			PM Peak Hour			Daily Rate
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Notes:

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