October 4, 2022

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

RE: Lilac Avenue Truck Repair Facility Transportation Study Screening Assessment
Project No. 19495

Dear Ms. Tubbs:

Ganddini Group, Inc. is pleased to provide this Transportation Study Screening Assessment for the proposed Lilac Avenue Truck Repair Facility in the County of San Bernardino. The purpose of this screening assessment is to determine if the preparation of a traffic impact analysis with level of service (LOS) analysis or vehicle miles traveled (VMT) analysis is necessary based on the transportation study guidelines and screening criteria established by the County of San Bernardino. We trust the findings of this analysis will aid you and the County of San Bernardino in assessing the project.

PROJECT DESCRIPTION

The 2.39-acre project site is located at 11317 Lilac Avenue, in the unincorporated area of Bloomington, in the County of San Bernardino, California. The site is approved for one signal family residential use. The project site is currently developed with a truck tractor repair facility including office, shop and two maintenance structures (e.g. canopies). The proposed redevelopment project involves demolition of 13,800 square feet of maintenance space and construction of a new 15,000 square foot building with 16 truck repair service bays. In addition, the existing 2,261 square-foot office building and 1,549 square-foot shop are proposed to be rebuilt at the same location and square-footage and maintain the uses of office and storage.

The proposed project also includes 29 (9' x 19 to 20') parking stalls for employees and vendors, and 50 (12' x 25') parking stalls for truck-tractors. Access to the Project Site would be maintained by the existing driveway on Lilac Avenue. The proposed site plan is shown in Attachment A.

PROJECT TRIPS

Table 1 shows the proposed project trips based on trip generation rates obtained from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition, 2021)for Land Use Code 712 (Small Office Building), and Land Use Code 942 (Automobile Care Center).The project trips calculated from the ITE Land Use Code 942 were applied to the shop and the building with 16 truck repair service bays.

As shown in Table 1, the proposed project is forecast to generate a total of approximately 308 daily trips, including 41 trips during the AM peak hour and 57 trips during the PM peak hour. Excluding the truck trips associated with the truck service bays, the project is forecast to generate a total of approximately 59 daily vehicle trips.

Truck Trips

The project trip generation was also calculated in terms of Passenger Car Equivalent (PCE) trips. For the trips associated with the truck repair service bays, trips are converted to Passenger Car Equivalent (PCE) trips based on 50% of the bobtail truck tractors being 2-axle with a PCE factor of 1.5 and the remainder of the bobtail truck tractors being 3-axle with a PCE factor of 2.0.

The existing approved land use generates approximately 9 daily vehicle trips, including 1 vehicle trip during the AM peak hour and 1 vehicle trip during the PM peak hour. The existing trips to be removed are based on trip generation rates for Land Use Code 210 (Single-Family Detached Housing). As shown in Table 1, the proposed redevelopment project is forecast to generate approximately 299 net daily vehicle trips, including 40 net vehicle trips during the AM peak hour and 56 net vehicle trips during the PM peak hour; 486 net daily PCE trips, including 66 net PCE trips during the AM peak hour and 91 net PCE trips during the PM peak hour. Excluding the truck trips associated with the truck service bays, the project is forecast to generate a total of approximately 50 net daily vehicle trips.

CRITERIA FOR THE PREPARATION OF TRAFFIC IMPACT ANALYSES

The project has been screened for both level of service (LOS) analysis and vehicle miles traveled (VMT) analysis using the established criteria as specified in the County of San Bernardino *Transportation Impact Study Guidelines*, July 2019 ["County TIA Guidelines"].

LEVEL OF SERVICE SCREENING CRITERIA (NON-CEQA/GENERAL PLAN CONFORMITY)

As specified in the County TIA Guidelines, the requirement to prepare a transportation impact study with level of service (LOS) 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 the 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 a 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 and is located more than 300 feet from the nearest intersection of two streets designated as Collector or higher on the County's General Plan circulation system. Assuming the project shall construct all on-site and off-site improvements (if any) following County design standards, the project should not create any new safety or operational concerns. Therefore, the proposed project does not warrant the preparation of a transportation impact study with LOS analysis based on the County-established screening criteria.

VEHICLE MILES TRAVELED SCREENING CRITERIA (CEQA)

The vehicle miles traveled (VMT) screening assessment has been prepared in accordance with County TIA 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). In general terms, VMT quantifies the amount and distance of automobile travel attributable to a project or region.

The OPR Technical Advisory provides technical considerations regarding methodologies and thresholds with a focus on office, residential, and retail developments as these projects tend to have the greatest influence on VMT.

The County TIA Guidelines and City VMT 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. To qualify for VMT screening, the project need only satisfy one of the following screening criteria:

- Projects located within a Transit Priority Area (TPA)
  - Projects located within one-half mile radius of a major transit stop[1] or high-quality transit corridor[2]
- Projects located within a low VMT area
  - Site location can be verified with the web-based or map-based VMT Screening Tool[3]
- Project Type Screening
  - Local serving land use
  - Projects which generate less than net new 110 daily vehicle[4] trips (ADT)

TPA SCREENING

Projects located within a TPA, defined as within one-half mile of a major transit stop or high-quality transit corridor, may be presumed to result in a less than significant VMT impact absent substantial evidence to the contrary. This presumption may not apply, however, if the project:

1. Has a Floor Area Ratio (FAR) of less than 0.75.
2. Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking)
3. Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the County with input from the Metropolitan Planning Organization): or
4. Replaces affordable residential units with a smaller number of moderate or high-income residential units.

Based on a review of the San Bernardino County Transportation Authority (SBCTA) VMT Screening Tool, the proposed project is not located within a TPA; therefore, the project does not satisfy the TPA screening criteria.

LOW VMT AREA SCREENING

Residential and office projects located within a low VMT generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary. In addition, other employment-related and

1 A major transit stop is defined as an existing rail transit station, ferry terminal with bus or rail service, or the intersection of two or more major bus routes with less than 15-minute headways during the peak commute hours (Pub. Resources Code, § 21064.3.).

2 Fixed route bus service with less than 15-minute headways during the peak commute hours (Pub. Resources Code, § 21155).

3 The SBCTA VMT Screening Tool was developed from the San Bernardino Transportation Analysis Model (SBTAM) travel forecasting model to measure VMT performance for individual jurisdictions and for individual traffic analysis zones (TAZs).

4 As specified by the OPR Technical Advisory, the term vehicle refers to on-road passenger vehicles, specifically cars and light trucks. Heavy-duty trucks should only be included in a traffic impact analysis for modeling convenience and ease of calculation (e.g., where data provided combine auto and heavy freight VMT) (CEQA Guidelines, § 15064.3, subd. (a)). Therefore, heavy-duty truck trips should not contribute to a finding of significant traffic (VMT) impact.

mixed-use land use projects may qualify for the use of screening if the project can reasonably be expected to generate VMT per resident, per worker, or per service population that is similar to the existing land uses in the low VMT area. Based on the County-established thresholds, a project would satisfy the low VMT screening criteria if it is located in a traffic analysis zone (TAZ) that does not exceed four percent below the County average total daily VMT per service population.

To identify if the project is in a low VMT area, the SBCTA VMT Screening Tool was used. The SBCTA VMT Screening Tool was developed from the San Bernardino Transportation Analysis Model (SBTAM) travel forecasting model to measure VMT performance for individual jurisdictions and for individual traffic analysis zones (TAZs). TAZs are geographic polygons similar to census block groups used to represent areas of homogenous travel behavior. Projects located in areas that incorporate similar features of the TAZ will tend to exhibit similar VMT. This presumption may not be appropriate if the project land uses would alter the existing built environment in such a way as to increase the rate or length of vehicle trips.

The proposed project is consistent with existing zoned land uses in the project TAZ and there does not appear to be anything unique about the project that would otherwise be misrepresented utilizing the data from the SBCTA VMT Screening Tool. In this case, the proposed project consists of commercial uses only; therefore, the applicable service population is the worker population, and the project TAZ VMT has been calculated for VMT per worker population.

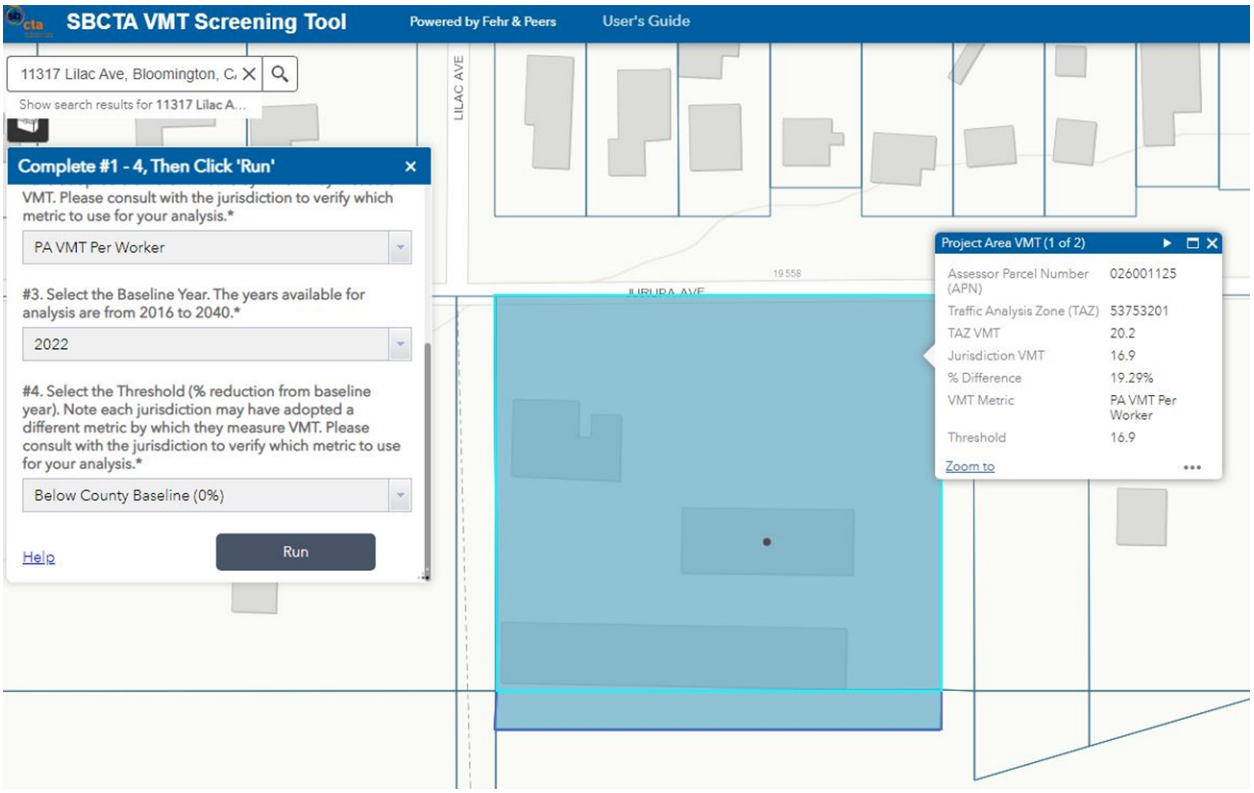


Exhibit A – SBCTA VMT Screening Tool Results

Exhibit A shows the SBCTA VMT Screening Tool results for the project site, which is located within TAZ 53824101. As shown in Exhibit A, the baseline year (2022) VMT per service population for the project TAZ is equal to 19.6 and the County baseline is equal to 16.9. Therefore, the proposed project does not satisfy the County-established screening criteria for projects located in a low VMT area.

PROJECT TYPE SCREENING

The County TIA Guidelines identify the several types of projects that may be presumed to have a less than significant VMT impact as they are local serving and thus can be expected to reduce VMT or they are small enough to have a negligible impact:

- 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
  - Local gas stations
  - Local banks
  - Student housing projects
  - Local serving community colleges that are consistent with the assumptions noted in the RTP/SCS
- Trip Screening
  - Existing facilities
  - Redevelopment with less than 10,000 square feet increase
  - Projects generating 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

As previously shown in Table 1, the proposed redevelopment project consists of less than 50,000 square feet of auto repair services, which is forecast to generate less than 110 net daily vehicle trips (excluding truck trips) after accounting for trips generated by existing uses that will be displaced. Therefore, the proposed project - satisfies the County-established project type screening criteria.

CONCLUSIONS

The proposed redevelopment project is forecast to generate approximately 299 net daily vehicle trips, including 40 net vehicle trips during the AM peak hour and 56 net vehicle trips during the PM peak hour; 486 net daily PCE trips, including 66 net PCE trips during the AM peak hour and 91 net PCE trips during the PM peak hour. Excluding the truck trips associated with the truck service bays, the project is forecast to generate a total of approximately 50 net daily vehicle trips.

The proposed project satisfies the County-established level of service (LOS) screening criteria for projects generating fewer than 100 peak hour trips and that are more than 300 feet from a classified intersection. Therefore, the proposed project does not warrant the preparation of a level of service transportation impact study based on the County-established LOS screening criteria.

The redevelopment project satisfies the County-established VMT screening criteria for less than 110 net daily vehicle trips (excluding truck trips); therefore, preparation of a transportation impact study with vehicle miles

traveled (VMT) analysis is not warranted and the proposed may be presumed to result in a less than significant VMT impact.

It has been a pleasure to assist you with 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.

Sincerely,
GANDDINI GROUP, INC.

Perrie Ilercil, P.E. (AZ)
Senior Engineer

Giancarlo Ganddini, PE, PTP
Principal

Table 1
Project Trip Generation

Trip Generation Rates									
Land Use	Source[1]	Land Use Variable[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
Small Office Building	ITE 712	TSF	82%	18%	1.67	34%	66%	2.16	14.39
Automobile Care Center	ITE 942	TSF	66%	34%	2.25	48%	52%	3.11	*16.60*

Trips Generated									
Land Use	Source	Quantity	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Existing to be removed									
Single-Family Detached Housing	ITE 210	-1 DU	0	-1	-1	-1	0	-1	-9
Proposed development									
Small Office Building	ITE 712	2.261 TSF	3	1	4	2	3	5	33
Automobile Care Center (Service Shop)	ITE 942	1.549 TSF	2	1	3	2	3	5	26
Automobile Care Center (Truck Service Bays)	ITE 942	15.000 TSF	22	12	34	22	25	47	249
Project Subtotal by Classification									
Passenger Car - Light Duty Pickup			5	2	7	4	6	10	59
Bobtail Truck - 2 axle	50%		11	6	17	11	13	24	125
Bobtail Truck - 3 axle	50%		11	6	17	11	12	23	124
TOTAL PROJECT VEHICLE TRIPS			**27**	**14**	**41**	**26**	**31**	**57**	**308**
Passenger Car - Light Duty			5	1	6	3	6	9	50
Subtotal Truck Trips			22	12	34	22	25	47	249
TOTAL NET NEW VEHICLE TRIPS GENERATED			**27**	**13**	**40**	**25**	**31**	**56**	**299**
Passenger Car - Light Duty Pickup		1.0 PCE	5	1	6	3	6	9	50
Bobtail Truck - 2 axle	50%	1.5 PCE	17	9	26	17	18	35	187
Bobtail Truck - 3 axle	50%	2.0 PCE	22	12	34	22	25	47	249
Subtotal Truck Passenger Car Equivalent (PCE)[4] Trips			39	21	60	39	43	82	436
TOTAL PCE TRIPS GENERATED		**18.810 TSF**	**44**	**22**	**66**	**42**	**49**	**91**	**486**

Notes:

1. ITE = Institute of Transportation Engineers *Trip Generation Manual* (11th Edition, 2021); ### = Land Use Code. All rates based on General Urban/Suburban setting.
2. DU = Dwelling Unit; TSF = Thousand Square Feet.
3. San Diego Association of Governments (SANDAG) *Vehicular Traffic Generation Rates* (April 2002). Where the daily or peak hour rate is not provided by ITE, the SANDAG percentage of peak hour to daily rate is used to calculate the missing data. Where the peak hour distribution is not provided by ITE, the SANDAG peak hour distribution is used. The daily rate for ITE 942 based on percentage of PM peak hour rate.
4. PCE = passenger car equivalent. PCE factors are based on the County of San Bernardino *Congestion Management Program* (2016 Update), "Appendix B – Summary of Analysis Assumptions for the CMP Traffic Impact Analysis Guidelines"

ATTACHMENT A

SITE PLAN

TRUCK TRACTOR MAINTENANCE FACILITY

11317 LILAC AVENUE

PROPERTY OWNER/APPLICANT:

CORTEZ PROPERTY MANAGEMENT, LLC
14739 PROCTOR AVENUE
CITY OF INDUSTRY, CA 91746

LEGAL DESCRIPTION:

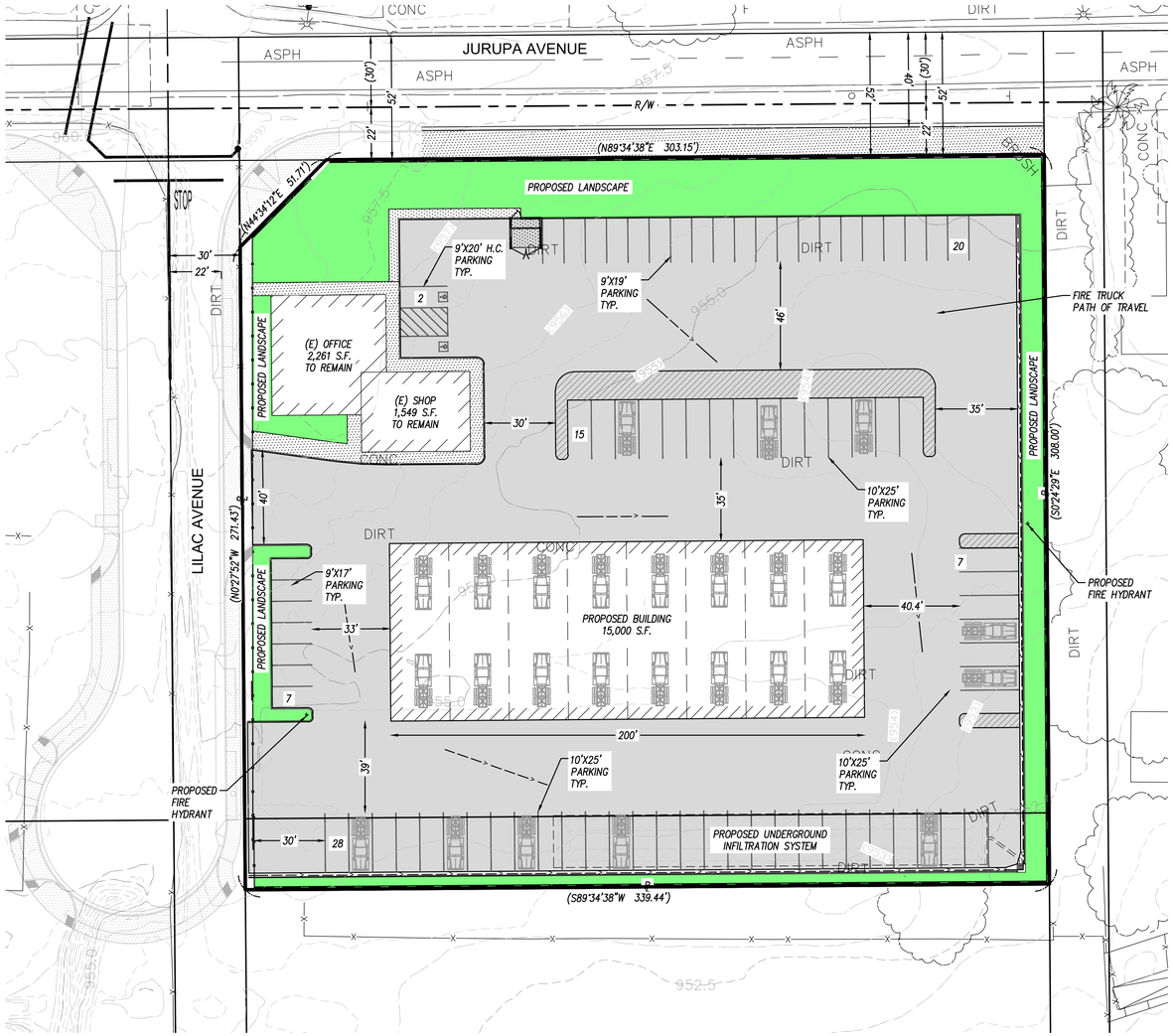
THE NORTH 360 FEET OF GOVERNMENT LOT 2, SECTION 35 TOWNSHIP 1 SOUTH, RANGE 5 WEST, WEST OF PROPERTY FROM DOCUMENT IN BOOK 1884, PG 11; EXCEPTING THEREFROM THE WEST 30 FEET AND THE EAST 25 FEET.

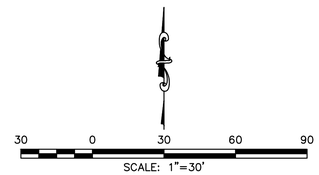
PROJECT INFORMATION:

ASSESSOR'S PARCEL NO:	0260-011-23 & -25
EXISTING ZONING:	SINGLE RESIDENTIAL-1 (RS-1) ADDITIONAL AGRICULTURAL (AA)
EXISTING LAND USE:	RESIDENCE & TRUCKING FACILITY
PROPOSED LAND USE:	COMMUNITY INDUSTRIAL (IC)
CABLE	CHARTER COMMUNICATIONS (833) 694-9259
WATER PURVEYOR:	WEST VALLEY WATER DISTRICT (909) 875-1804
GAS PURVEYOR:	SOUTHERN CALIFORNIA GAS CO. (909) 335-7793
ELECTRICITY PURVEYOR:	SOUTHERN CALIFORNIA EDISON (909) 793-2061
TELEPHONE PURVEYOR:	GENERAL TELEPHONE (909) 797-8277

LEGEND:

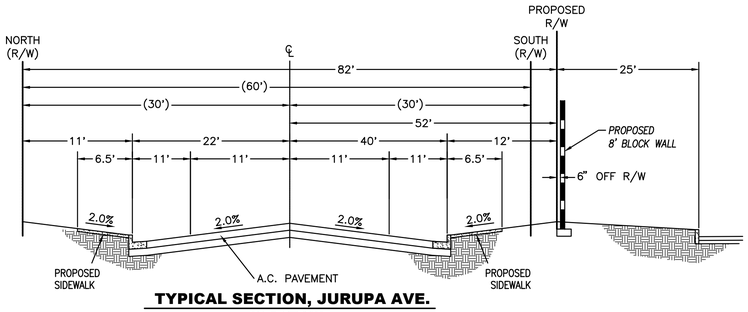
ASPH ASPHALTIC CONCRETE SURFACE	EXISTING CONCRETE SURFACE
BT BOTTOM OF TRENCH	PROPOSED CONCRETE SURFACE
CB CATCH BASIN	EXISTING AC PAVEMENT TO BE REMOVED
C&G CURB AND GUTTER	
CL CENTER LINE	
DDC DOUBLE DETECTOR CHECK	
DWY DRIVEWAY	RIGHT OF WAY
(E) EXISTING	PROPERTY LINE
FF FINISH FLOOR	
FG FINISH GRADE	CENTERLINE
FL FLOWLINE	
FS FINISHED SURFACE	EXISTING BLOCK OR STONE WALL
GB GRADE BREAK	
GW GUY WIRE	FLOWLINE
INV INVERT OF PIPE	
MH MANHOLE	FILL SLOPE
NTS NOT TO SCALE	
PP POWER POLE	INDICATES DIRECTION OF FLOW
ST STREET	
TC TOP OF CURB	(1500) CONTOUR ELEVATION (FEET)
TF TOP OF FOOTING	
TW TOP OF WALL	ADA PATH OF TRAVEL
TYP TYPICAL	
WI WROUGHT IRON	
WM WATER METER	



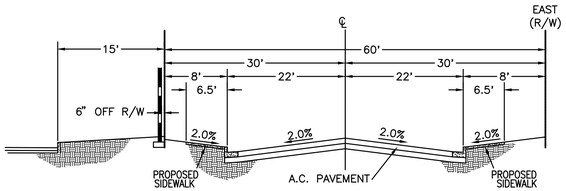


PROJECT DESCRIPTION:

DEVELOP A TRUCK PARKING & REPAIR FACILITY WITH OFFICE BUILDING, ADDITIONAL PARKING STALLS, BASIN, FENCING, AND LANDSCAPING ALONG PARCEL FRONTAGE.



TYPICAL SECTION, JURUPA AVE.
NOT TO SCALE

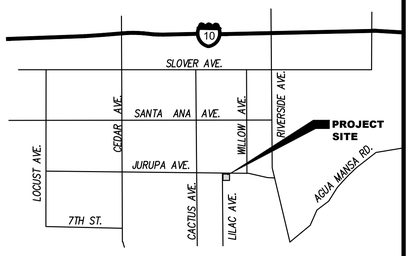


CONSTRUCT ___ A.C. OVER ___ C.A.B. (CLASS II) PER GENERAL NOTES 8.

TYPICAL SECTION, LILAC AVE.
NOT TO SCALE

VICINITY MAP

N.T.S



COUNTY OF SAN BERNARDINO

TOTAL PARCEL COVERAGE:

SUBJECT	AREA	%
BUILDING	15,000 S.F.	14.38%
HARDSCAPE	73,138 S.F.	70.13%
LANDSCAPE	16,143 S.F.	15.49%
TOTALS	104,281 S.F.	100% (2.39 AC.)

PARKING ANALYSIS:

REQUIREMENTS:
OFFICE: 1 SPACE/250 S.F.
2,261 S.F. = 10 SPACES
WAREHOUSE: 1 SPACE/1,000 S.F.
16,549 S.F. = 17 SPACES
TOTAL: 10 + 17 = 27 SPACES

STANDARD	27 SPACES
TRUCK PARKING	50 SPACES
H.C. ACCESSIBLE	2 SPACES
TOTAL	79

BENCHMARK:

DESIGNATION: 016-88 (CITY OF RIALTO)

DESCRIPTION: CITY OF RIALTO BRASS DISC SET IN TOP OF CURB 32 FT. SOUTH OF CENTERLINE SANTA ANA 61 FT. WEST OF CENTERLINE CACTUS.

ELEVATION: 1004.84' (NGVD29)

BASIS OF BEARINGS:

THE CENTERLINE OF JURUPA AVE. PER RS 07-237 RS 148/50-51 BEARING: N89°35'03"E

FEMA FLOOD ZONE:

ALL PROPERTY IS LOCATED WITHIN FEMA ZONE X: "AREAS OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD."

PER FLOOD INSURANCE RATE MAP NO. 06071C8667H (NOT PRINTED)

BUILDING SETBACK:

FRONT	25 FT. MIN.
REAR	10 FT. MIN.
SIDE-INTERIOR	10 FT. MIN.
SIDE-STREET	25 FT. MIN.

PER SAN BERNARDINO COUNTY DEVELOPMENT CODE 82.06.060 TABLE 82-19A.

BONADIMAN
JOSEPH E. BONADIMAN & ASSOCIATES, INC.
ENGINEERS • G.I.S. • SURVEYING • PLANNING
TEL. (909) 885-3806
234 NORTH ARROWHEAD AVE.
SAN BERNARDINO, CA 92408
FAX (909) 381-1721
www.bonadiman.com

TRUCK TRACTOR MAINTENANCE FACILITY
11317 LILAC AVENUE
BLOOMINGTON, CA 92316
APN: 0260-011-23 & -25

REVISIONS

NO	DESCRIPTION	BY	APPROVED	DATE

PREPARED FOR: CORTEZ PROPERTY MANAGEMENT, LLC

DRAWN BY: TEB	SCALE: 1" = 30'	SHEET: 1 OF 1	SP1	
CHECKED BY: EJB	JOB NO: 225001			
DISREGARD PRINTS BEARING EARLIER REVISION DATES →	07-27-2022			

ATTACHMENT B

SCOPING AGREEMENT FORM

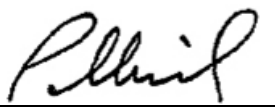
SCOPE FOR TRAFFIC STUDY

Project Name:	Lilac Avenue Truck Repair Facility
Project Number	TRSTY-2022-00023
Application Number	PREA-2021-00021

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:
Available on the Department of Public Works Website:
http://cms.sbcounty.gov/dpw/Transportation/Traffic.aspx

Project Address/APN	11317 Lilac Avenue, Bloomington / 0260-011-23 & 25		
Project Description	2,261 square feet (SF) of office, 1,549 SF of Shop, and 15,000 SF building with 16 truck repair service bays		
City	unincorporated Bloomington, CA County of San Bernardino		
Project Horizon Year	2040	**Project Opening Year**	2024
Closest Intersection (Xtn) to the Project			
Xtn N/S Street Name	Lilac Avenue		
Xtn E/W Street Name	Jurupa Avenue		
County Supervisorial District	5	**Ambient Growth Rate per Year Valley 2%, Desert 1%**	2%

	Traffic Engineer	**Owner/Developer**
Company	Ganddini Group, Inc.	Cortez Property Management
Name	Perrie Ilercil	Salvador Cortez
Address	555 Parkcenter Drive Ste. 225	14739 Proctor Avenue
City, State, Zip Code	Santa Ana, CA 92705	City of Industry, CA 91746
Phone #	714-795-3100 ext. 103	909-636-9841
Email address	perrie@ganddini.com	salvadorcortez@industrypallets.com

Prepared By: 

Print Name: Perrie Ilercil

~~**Owner/**~~ **Traffic Engineer** **Date** **2022-1004**

SCOPE FOR TRAFFIC STUDY

Project Name:	Lilac Avenue Truck Repair Facility
Project Number	TRSTY-2022-00023
Application Number	PREA-2021-00021

1. Traffic Distribution: Please insert or attach Figure(s) illustrating project trip distribution in percentages and volumes at the study intersections analyzed.

See attached Figure 3 Trip Distribution

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

See attached Table 1 Project Trip Generation

Transportation Demand Management (TDM)	Yes/no	N/A
Existing Active Land Use	Yes/no	NA
Previous Land Use	Yes/no	Yes - See Trip Generation Table
Internal Trip Reduction	Yes	N/A
Pass-by Trip Reduction	Yes	N/A

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.

N/A - I-10 mainline– 1.4 miles north of site less than 50 peak hour trips are forecast on the mainline.

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' Vehicle Miles Traveled-Focused Transportation Impact Study Guide (May 2020) and can be obtained from https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-05-20-approved-vmt-focused-tisg-a11y.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 San Bernardino County Transportation Authority CMP outlines allowable modifications to these procedures. The San Bernardino County Transportation Authority CMP can be viewed online at: https://www.gosbcta.com/planning-sustainability/?term=249

SCOPE FOR TRAFFIC STUDY

Project Name:	Lilac Avenue Truck Repair Facility
Project Number	TRSTY-2022-00023
Application Number	PREA-2021-00021

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:**			11th 2021		
Land Use Code	**Land Use**	**Rate Based on**	**QTY**	**AVTE Units***	**Daily Trips**	Weekday A.M. Peak			Weekday P.M. Peak			Weekend peak hour		
						In	Out	Total	In	Out	Total	In	Out	Total
	Proposed Trips													
712 & 942	Vehicle Trips				308	27	14	41	26	31	57			
	PCE Trips				495	44	23	67	43	49	92			
	Existing Trip Credits													
210	Vehicle Trips				-9	-0	-1	-1	-1	-0	-1	0	-1	-1
	Net New Trips													
	Vehicle Trips				209	27	13	40	25	31	56			
	PCE Trips				486	44	22	66	42	49	91			

* - Average Vehicle Trip Ends.
For ITE Land Uses provide number and name of Land Use. e.g., LU 814 - Variety Store. Units include ksf, employee, GLA, etc.

See Table 1 Project Trip Generation.

SCOPE FOR TRAFFIC STUDY

Project Name:	Lilac Avenue Truck Repair Facility
Project Number	TRSTY-2022-00023
Application Number	PREA-2021-00021

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	% City	N-S/E-W Street Name	City Name/Caltrans	Signalized	CMP
1					Yes/No	Yes/No
2					Yes/No	Yes/No
3					Yes/No	Yes/No
4					Yes/No	Yes/No
5					Yes/No	Yes/No
6					Yes/No	Yes/No
7					Yes/No	Yes/No
8					Yes/No	Yes/No
9					Yes/No	Yes/No
10					Yes/No	Yes/No

Cities/agencies to be consulted: .

SCOPE FOR TRAFFIC STUDY

Project Name:	Lilac Avenue Truck Repair Facility

7. Other:

Traffic counts may be conducted immediately per the following:
• Must be taken on Tuesdays, Wednesdays or Thursdays. • Certain projects may need to collect traffic counts on Friday or Sunday
• Must exclude holidays, and the first weekdays before and after the holiday.
• Must be taken on days when local schools or colleges are in session.
• Must be taken on days of good weather, and avoid atypical conditions (e.g., road construction, detours, or major traffic incidents).
• 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%.
• 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.
• 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.
• For all cumulative mitigation measures, a cost estimate for the improvement shall be submitted.
• Raw traffic counts data must be included with traffic analysis study
• Traffic Counts must not be older than 1 year prior to submittal unless approved by County Traffic.

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 $1,802 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.

SCOPE FOR TRAFFIC STUDY

Project Name:	Lilac Avenue Truck Repair Facility

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

Phone: 909-387-8186
Fax: 909-387-7809
Email: Osvaldo.Roque@dpw.sbcounty.gov or Shawn.Johnson@dpw.sbcounty.gov

Lilac Avenue Truck Repair Facility

The project has been assessed for both level of service (LOS) analysis and vehicle miles traveled (VMT) analysis using the established criteria as specified in the County of San Bernardino *Transportation Impact Study Guidelines (July 2019)*.

As shown in Table 1, the proposed redevelopment project consists of 18,810 square feet of auto care services which is forecast to generate approximately 299 net daily vehicle trips, including 40 net vehicle trips during the AM peak hour and 56 net vehicle trips during the PM peak hour; 486net daily PCE trips, including 66 net PCE trips during the AM peak hour and 91 net PCE trips during the PM peak hour. Excluding the truck trips associated with the truck service bays, the project is forecast to generate a total of approximately 50 net daily vehicle trips.

- The proposed project satisfies the County-established LOS screening criteria for projects generating fewer than 100 peak hour trips. Therefore, the proposed project does not warrant the preparation of a transportation impact study with LOS analysis based on the County-established screening criteria.

- The proposed project satisfies the County-established VMT screening criteria for projects forecast to generate less than 110 daily vehicle trips (excluding truck trips). Therefore, preparation of a transportation impact study with vehicle miles traveled (VMT) analysis is not warranted based on the County-established screening criteria and may be presumed to result in a less than significant VMT impact.

The purpose of this Scoping Agreement is to provide a preliminary review of the proposed project's trip generation and screening assessment for level of service (LOS) analysis with respect to local performance standards, and document the proposed project's screening assessment regarding the potential exemption of further vehicle miles traveled (VMT) analysis.

Table 1
Project Trip Generation

Trip Generation Rates									
			AM Peak Hour			PM Peak Hour			
Land Use	Source[1]	Land Use Variable[2]	% In	% Out	Rate	% In	% Out	Rate	Daily Rate
Single-Family Detached Housing	ITE 210	DU	26%	74%	0.70	63%	37%	0.94	9.43
Small Office Building	ITE 712	TSF	82%	18%	1.67	34%	66%	2.16	14.39
Automobile Care Center	ITE 942	TSF	66%	34%	2.25	48%	52%	3.11	*16.60*

Trips Generated									
			AM Peak Hour			PM Peak Hour			
Land Use	Source	Quantity	In	Out	Total	In	Out	Total	Daily
Existing to be removed									
Single-Family Detached Housing	ITE 210	-1 DU	0	-1	-1	-1	0	-1	-9
Proposed development									
Small Office Building	ITE 712	2.261 TSF	3	1	4	2	3	5	33
Automobile Care Center (Service Shop)	ITE 942	1.549 TSF	2	1	3	2	3	5	26
Automobile Care Center (Truck Service Bays)	ITE 942	15.000 TSF	22	12	34	22	25	47	249
Project Subtotal by Classification									
Passenger Car - Light Duty Pickup			5	2	7	4	6	10	59
Bobtail Truck - 2 axle	50%		11	6	17	11	13	24	125
Bobtail Truck - 3 axle	50%		11	6	17	11	12	23	124
TOTAL PROJECT VEHICLE TRIPS			**27**	**14**	**41**	**26**	**31**	**57**	**308**
Passenger Car - Light Duty			5	1	6	3	6	9	50
Subtotal Truck Trips			22	12	34	22	25	47	249
TOTAL NET NEW VEHICLE TRIPS GENERATED			**27**	**13**	**40**	**25**	**31**	**56**	**299**
Passenger Car - Light Duty Pickup		1.0 PCE	5	1	6	3	6	9	50
Bobtail Truck - 2 axle	50%	1.5 PCE	17	9	26	17	18	35	187
Bobtail Truck - 3 axle	50%	2.0 PCE	22	12	34	22	25	47	249
Subtotal Truck Passenger Car Equivalent (PCE)[4] Trips			39	21	60	39	43	82	436
TOTAL PCE TRIPS GENERATED		**18.810 TSF**	**44**	**22**	**66**	**42**	**49**	**91**	**486**

Notes:

1. ITE = Institute of Transportation Engineers *Trip Generation Manual* (11th Edition, 2021); ### = Land Use Code. All rates based on General Urban/Suburban setting.
2. DU = Dwelling Unit; TSF = Thousand Square Feet.
3. San Diego Association of Governments (SANDAG) *Vehicular Traffic Generation Rates* (April 2002). Where the daily or peak hour rate is not provided by ITE, the SANDAG percentage of peak hour to daily rate is used to calculate the missing data. Where the peak hour distribution is not provided by ITE, the SANDAG peak hour distribution is used. The daily rate for ITE 942 based on percentage of PM peak hour rate.
4. PCE = passenger car equivalent. PCE factors are based on the County of San Bernardino *Congestion Management Program* (2016 Update), "Appendix B – Summary of Analysis Assumptions for the CMP Traffic Impact Analysis Guidelines"

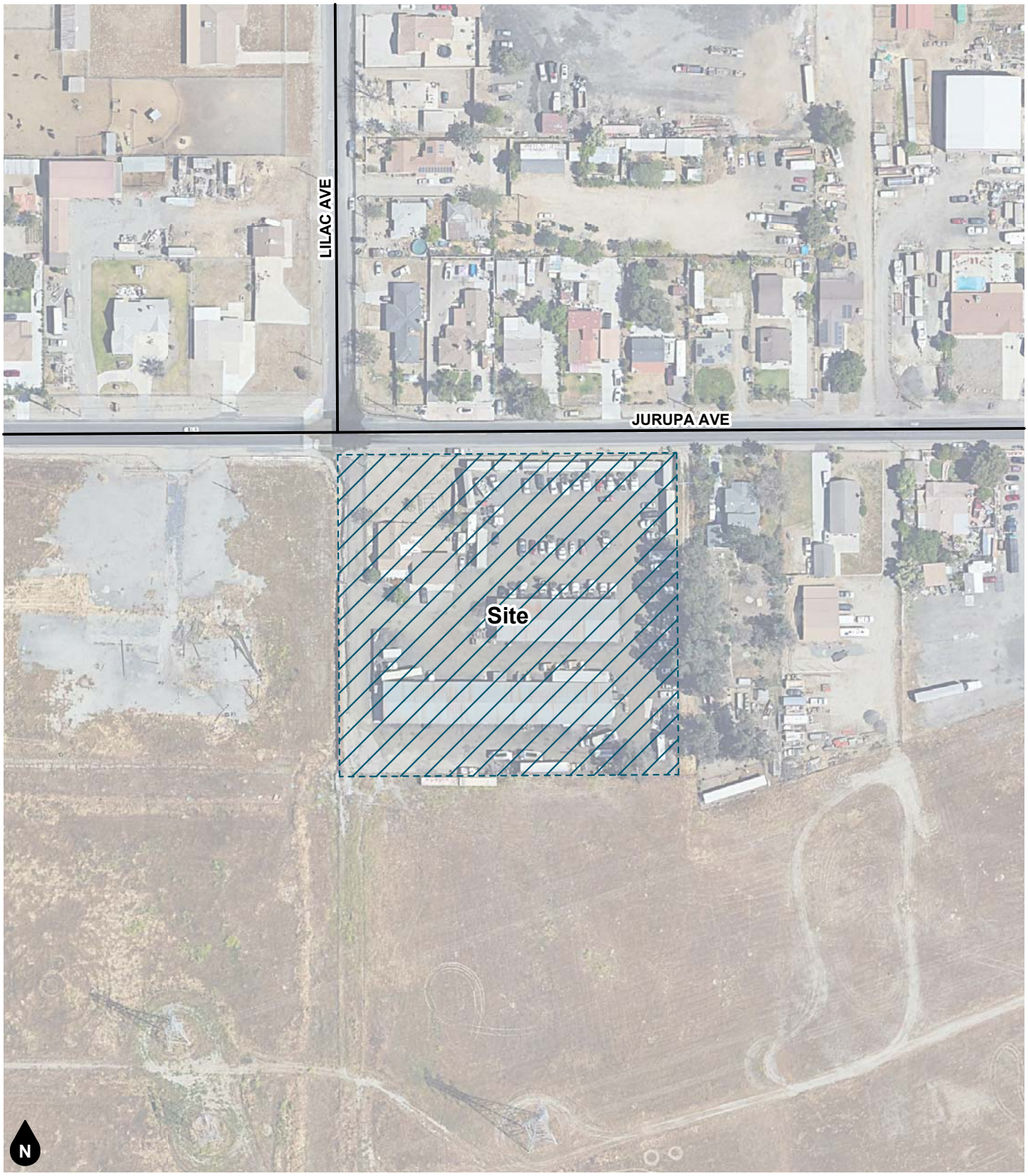


Figure 1
Project Location Map

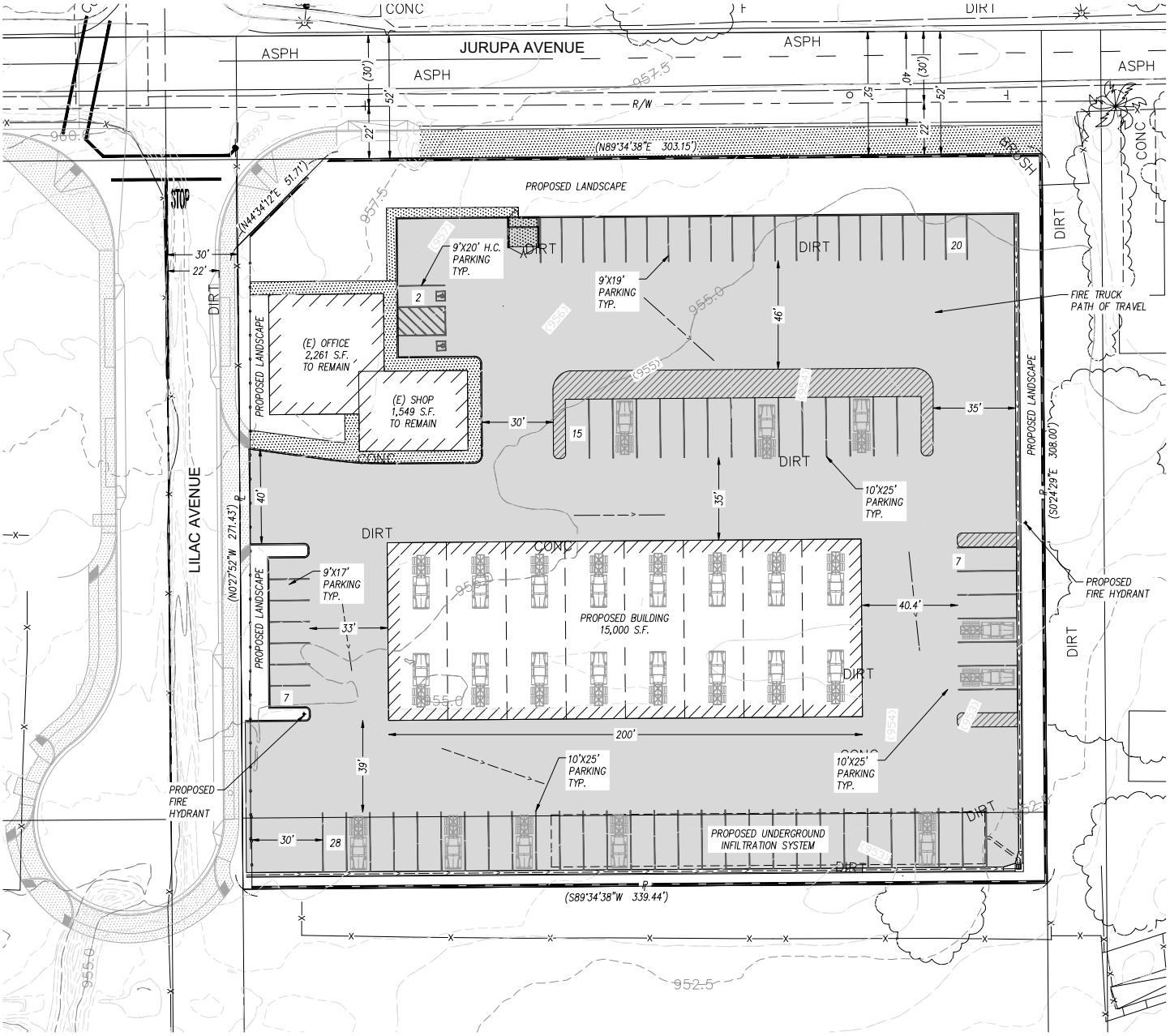


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Figure 2
Site Plan

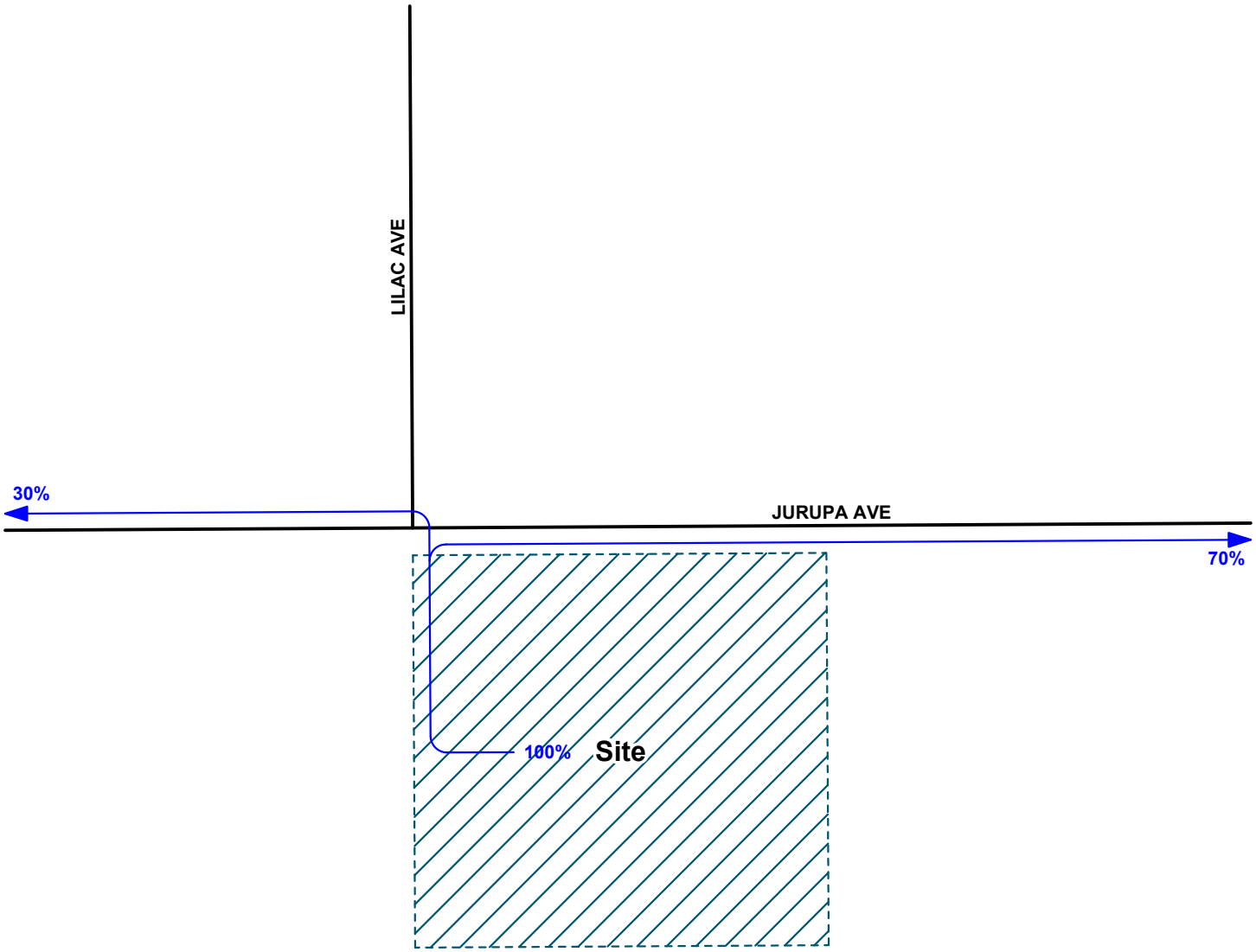

Figure 3
Project Trip Distribution