



SCOPE FOR TRAFFIC STUDY

Project Name:	Yorba Villas Residential
----------------------	--------------------------

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 Yorba Avenue and Francis Avenue		
Project Description:	45 Single-family residential dwelling units		
City:	Unincorporated San Bernardino County, Chino City Sphere of Influence		
Project Buildout Year:	2022	Ambient Growth Rate per Year:	2
Closest Intersection (Xtn) to the Project			
Xtn N/S Street Name:	Yorba Avenue		
Xtn E/W Street Name:	Francis Avenue		
Thomas Guide Pg+Grid:		County Supervisorial District:	4

	Engineer	Developer
Company:	EPD Solutions	Borstein Enterprises
Name:	Meghan Macias	Erik Pfahler
Address:	2 Park Plaza, Suite 1120	11766 Wilshire Boulevard, Suite 820
City, State, Zip Code:	Irvine, CA, 92614	Los Angeles, CA, 90025
Phone #:	(949) 794-1186	310-582-1191 x 203
Fax #:		
Email:	meghan@epdsolutions.com	erik@borsteinenterprises.com

By: *Meghan Macias*

Reviewed By:

Print Name: Meghan Macias

Print Name:

Consultant/Developer's
Representative

Date
02/02/21

Traffic Division Representative Date



SCOPE FOR TRAFFIC STUDY

Project Name: Yorba Villas Residential

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

The project does not meet the County's criteria for preparation of a TIA, therefore no project trip distribution is provided.

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 review and approval before being incorporated in the study.

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

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/tpp/offices/ocp/igr_ceqa_files/tisguide.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: <https://www.gosbcta.com/plans-projects/plans-traffic-mitigation.html>



SCOPE FOR TRAFFIC STUDY

Project Name: Yorba Villas Residential

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:		10th		
Land Use Code	Land Use	Rate Based on	Qty	*AVTE vs	ADT	Weekday a.m. peak		Weekday p.m. peak		Weekend peak hour	
						In	Out	In	Out	In	Out
210	Single Family Detached Housing	I	45	9.44/DU	425	8	25	28	16		

* - Average Vehicle Trip Ends.
 For ITE Land Uses provide number and name of Land Use. e.g. LU 210 – Single Family Detached Housing



SCOPE FOR TRAFFIC STUDY

Project Name: Yorba Villas Residential

As per the trip generation estimates, the project does not generate more than 100 trips during both the AM and PM peak hour. The project also does not add more than 50 trips to any intersection during the AM and PM peak hours hence no intersections are required to be analyzed. As the project screens out as per these criteria mentioned in the San Bernardino County Transportation Impact Guidelines (July 9, 2019), a Transportation Impact Study will not be required for the proposed residential development.

6. Study Intersections: At minimum, the study shall include the following intersections. The list is subject to change based on the determination of related projects, trip generation and distribution, and/or other sensitive intersections are identified based on study findings and/or concurrent development. 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
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 to be consulted: _____



SCOPE FOR TRAFFIC STUDY

Project Name:	Yorba Villas Residential
----------------------	--------------------------

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">• Counts in “tourist” and/or along travel corridors shall have counts on Fridays and Sundays.
<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.

VMT Screening: The TAZ VMT noted for the parcels as per the SBCTA VMT Screening Tool was 17.2 per population. The Jurisdictional VMT of the area was noted as 24.4 per population. Given the TAZ VMT is lower than that of the Jurisdiction, a VMT analysis would not be required. Please see Figure 4 attached for reference.

8. Fees

The County charges on an actual cost basis for review of traffic studies. An initial deposit of \$2000 is required at the time that the Traffic Impact study is 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:	Yorba Villas Residential
----------------------	--------------------------

9. Contact Information:

Please submit a final copy of this scope to the Traffic Division. Draft scopes may be sent electronically or by physical mail to the contact information below.

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: Anthony.Pham@dpw.sbcounty.gov



SCOPE FOR TRAFFIC STUDY

Project Name:	Yorba Villas Residential
----------------------	--------------------------

Figure 1: Project Location





SCOPE FOR TRAFFIC STUDY

Project Name: Yorba Villas Residential

Figure 2: Project VMT Screening

