



October 12, 2022

Mr. Jeremy Johnson
Chief
Traffic Department, San Bernardino County
825 East Third Street
San Bernardino, California 92415

Subject: Linden Bloomington Condos 10598 Orchard Street Trip Generation Analysis and CEQA Assessment Memorandum (LSA Project No. APO2201)

Dear Mr. Johnson:

LSA Associates, Inc. (LSA) is under contract to prepare a trip generation analysis and California Environmental Quality Act (CEQA) Assessment memorandum (Memo) for the proposed Linden Bloomington Condos Project (project) located at 10598 Orchard Street in Bloomington, San Bernardino County (County). Figure 1 (all figures, tables, and appendices attached) illustrates the regional and project location).

The project will include 180 condominiums. Access to the project site is provided from Linden Avenue via J Street and from Santa Ana Avenue and Slover Street. An emergency-only gated driveway will be provided from Orchard Street. Figure 2 illustrates the conceptual site plan for the project.

The objectives of this Memo are as follows:

- To perform a trip generation analysis and determine whether a Transportation Impact Study (TIS) is required for the project;
- To determine whether a Vehicle Miles Traveled (VMT) analysis is required for the project; and
- To perform an active transportation and public transit analysis and determine if the project will generate any significant impact.

TRIP GENERATION ANALYSIS

The San Bernardino County *Transportation Impact Study Guidelines*, dated July 9, 2019, states that a TIS needs to be prepared if a project generates 100 or more trips during any peak hour without consideration of pass-by trips. The project trip generation was developed using rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition) for Land Use 220 – “Multifamily Housing (Low-Rise) Not Close to Rail Transit.” Table A shows the project trip generation. As shown in Table A, the project is anticipated to generate 72 trips in the a.m. peak hour, 92 trips in the p.m. peak hour, and 1,213 daily trips. Since the anticipated number of peak

hour trips generated by the proposed project is lower than the trip threshold (100 peak hour trips) established by the County's TIS Guidelines, a TIS may not be required for the project.

CEQA ASSESSMENT - VEHICLE MILES TRAVELED ANALYSIS

On December 28, 2018, the California Office of Administrative Law cleared the revised CEQA Guidelines for use. Among the changes to the guidelines was removal of vehicle delay and level of service as the sole basis of determining CEQA impacts. With the adopted guidelines, transportation impacts are to be evaluated based on a project's effect on VMT. The VMT analysis for the project was prepared based on the San Bernardino County *Transportation Impact Study Guidelines*, dated July 9, 2019.

As per the County's TIS Guidelines, a project can be screened out from a VMT analysis if it lies in a low VMT generating area based on VMT per person. The San Bernardino County Transportation Authority (SBCTA) VMT Screening Tool was reviewed to determine whether the project falls under a low-VMT per person zone and can be screened out. As per the County's TIS Guidelines, the project can be considered to have a less than significant VMT impact if the project VMT per person is less than 4 percent below the existing VMT per person for the unincorporated County. Based on the evaluation using the SBCTA VMT Screening Tool, it was determined that the project lies in a low VMT per person generating area, i.e. the VMT per person is less than 4 percent below the existing VMT per person for unincorporated San Bernardino County. Therefore, the project can be anticipated to have a less than significant VMT impact and can be screened out from a VMT analysis. The results from the Screening Tool are included in Appendix A.

CEQA ASSESSMENT - ACTIVE TRANSPORTATION AND PUBLIC TRANSIT ANALYSIS

According to the County's TIS Guidelines, a significant impact occurs when a project conflicts with adopted plans, policies, or programs regarding active transportation or public transit facilities, or otherwise decreases the performance or safety of such facilities.

Within the study area, there are no existing bicycle facilities. However, as per the *San Bernardino County Active Transportation Plan*, adopted September 2020, Class II bicycle lanes are proposed near the project site on Slover Avenue, Santa Ana Avenue, and Cedar Avenue. As such, the project will not decrease the performance or safety of any existing or proposed bicycle facility.

The project does not have a frontage on any street. Therefore, the project will not affect any existing sidewalk. The project will provide pedestrian circulation within the project site which will enhance pedestrian connectivity to existing sidewalks adjacent to the site. As such, the project will not decrease the performance or safety of any existing or proposed pedestrian facility.

There is no existing or proposed transit service in the study area. As such, the project will not decrease the performance or safety of any existing or proposed public transit facility.

The project does not conflict with any existing or proposed bicycle, pedestrian, or public transit facility. Therefore, it can be considered to conform to all adopted policies, plans, or programs concerning these facilities and will not have a significant impact.

If you have any questions, please do not hesitate to contact me at (951) 781-9310 or Ambarish.Mukherjee@lsa.net.

Sincerely,

LSA



Ambarish Mukherjee, AICP, PE
Principal

ATTACHMENTS

- Figure 1: Regional and Project Location
- Figure 2: Conceptual Site Plan
- Table A: Project Trip Generation
- Appendix A: Vehicle Miles Traveled Screening Results

TABLES



Table A - Project Trip Generation

Land Use	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Linden Bloomington Condos	180 DU							
Trips/Unit ¹		0.10	0.30	0.40	0.32	0.19	0.51	6.74
Trip Generation		18	54	72	58	34	92	1,213

Notes:

DU = Dwelling Units

¹ Rates based on Land Use 220 - "Multifamily Housing (Low-Rise) Not Close to Rail Transit" from the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition, Setting/Location - "General Urban/Suburban."

FIGURES

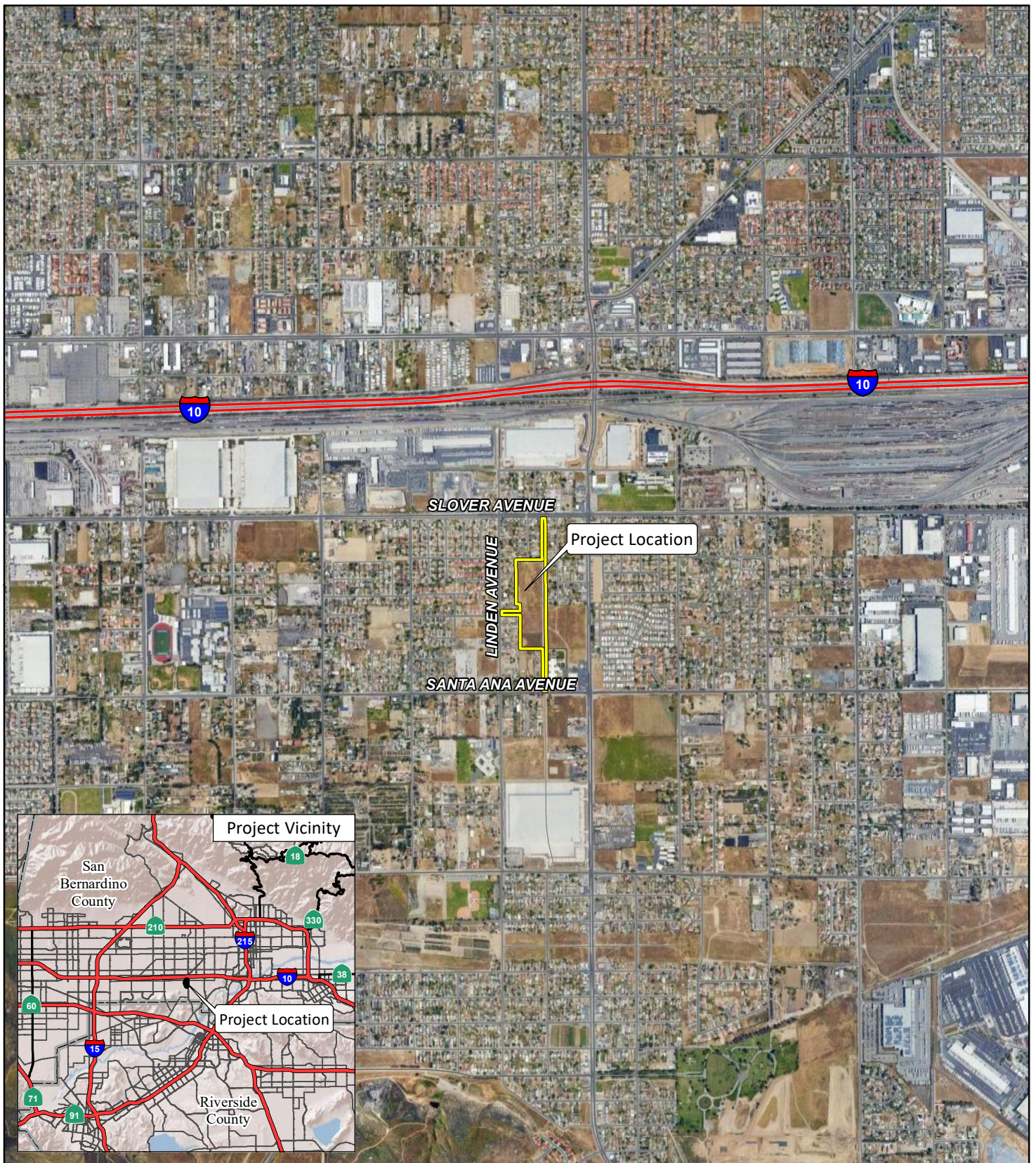


FIGURE 1

LSA

LEGEND

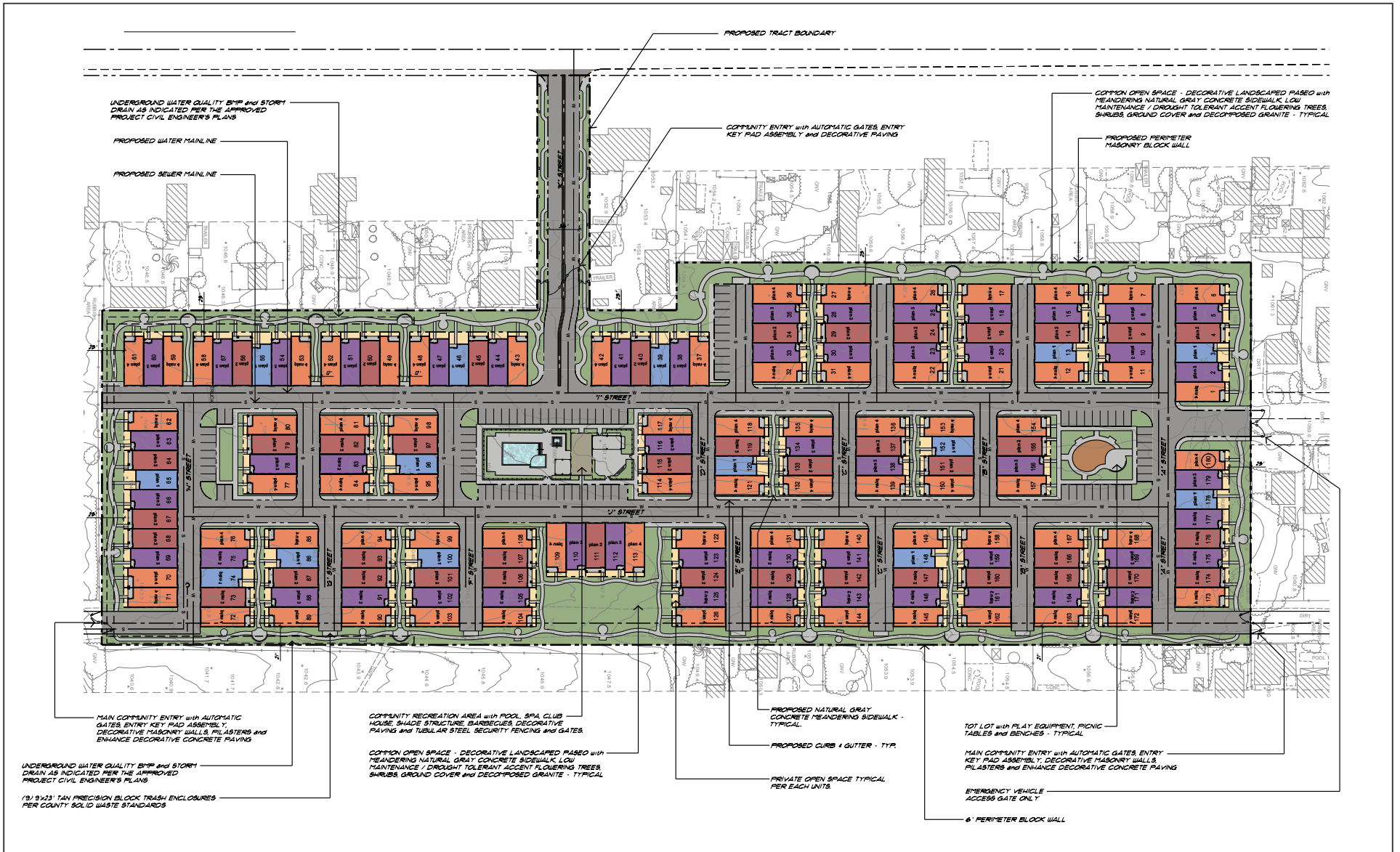
 Project Site



0 1000 2000
FEET

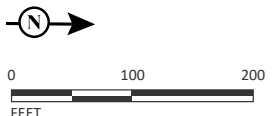
SOURCE: Google (2021)

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LSA

FIGURE 2



SOURCE: TK Management Services LLC

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APPENDIX A

VEHICLE MILES TRAVELED SCREENING RESULTS

VMT Screening Results (SBCTA VMT Screening Tool)

