



City of San Bernardino Public Works / Traffic Engineering Department Traffic Scope Approval Form

To be completed by applicant consultant and approved by Public Works prior to start of study

Project	Pacific Village Platinum Campus		
Name: Project	Pacific Village Platinum Campus		
Address: Project	2626 Pacific Street, Highland, CA		
Description:	119 beds Assisting Living Facility		
Developer's Name:	San Bernardino County		
Address:			
Telephone No.	(909) 387-5000	Email address:	Gil.Rios@pfm.sbcounty.gov

Trip Generation Rates from ITE Latest Edition See Trip Gen memo

Land Use (1)	Assisted Living		
Development Sq Ft	119 Beds		
ITE Land Use Code	254		
Daily Trips	309		
AM Peak Hour Trips			
Inbound	13		
Outbound	8		
Total	21		
PM Peak Hour Trips			
Inbound	11		
Outbound	18		
Total	29		

Land Use (2)			
Development Sq Ft			
ITE Land Use Code			
Daily Trips			
AM Peak Hour Trips			
Inbound			
Outbound			
Total			
PM Peak Hour Trips			
Inbound			
Outbound			
Total			

(Use Additional Sheet(s), if necessary)

Pass-by Trips (%), if applicable: _____ %

Land Use (1)			
ITE Land Use Code			
Daily Trips			
AM Peak Hour Trips			
Inbound			
Outbound			
Total			
PM Peak Hour Trips:			
Inbound			
Outbound			
Total			

Land Use (2)			
ITE Land Use Code			
Daily Trips			
AM Peak Hour Trips			
Inbound			
Outbound			
Total			
PM Peak Hour Trips:			
Inbound			
Outbound			
Total			

Project Opening Year:	2025	Build-out Year:	
Study Intersections: 1	N/A; See trip gen memo	6	
2		7	
3		8	
4		9	
5		10	

(Use Additional Sheet(s) and Maps to show project Boundaries & Attach memo for project Description)



City of San Bernardino Public Works / Traffic Engineering Department

Traffic Scope Approval Form

To be completed by applicant consultant and approved by Public Works prior to start of study

Study Roadway Segments: 1 N/A, See trip gen memo 2 _____
 3 _____ 4 _____
 5 _____ 6 _____

Proposed Development Use: Residential Commercial Mixed Use Other

Software Methodology: Synchro HCS

Additional issues to be considered:

<input type="checkbox"/> Bike/Ped Accommodations	<input type="checkbox"/> Traffic calming measures	<input type="checkbox"/> Merge Analysis	<input type="checkbox"/> Queuing Analysis
<input type="checkbox"/> Actuation/Coordination	<input type="checkbox"/> Gap Analysis	<input type="checkbox"/> Safety Analysis	<input type="checkbox"/> Sight Distance Analysis

Is the project screened from VMT assessment? Yes No

VMT Screening Justification: Project Type Screening for an Assisted Living facility. See attached VMT memo.

Ambient Growth Rate: _____%

Trip Distribution: East _____% West _____% North _____% South _____%

Consultant Preparer's Name: _____

Address: _____

Telephone No. _____ PE / TE License #: _____

Email Address: _____

Signature: _____ Date: _____

Approved By (Public Works Department):

Signature: _____ Date: _____

Name: _____ Title: _____

CITY OF SAN BERNARDINO
 PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

NO EXCEPTIONS TAKEN

MAKE CORRECTIONS NOTED & RESUBMIT WITHIN 5 DAYS

BY: _____ DATE: _____

By Kinermon_Kh at 1:29:16 PM, 4/26/2024

NO TIA REQUIRED.



INTEGRATED ENGINEERING GROUP

TRANSPORTATION PLANNING AND ENGINEERING

Date: March 10, 2024

To: Azzam Jabsheh, City Traffic Engineer, City of San Bernardino

From: George Ghossain, Principal Engineer, Integrated Engineering Group

Subject: TRIP GENERATION ASSESSMENT FOR PACIFIC VILLAGE PLATINUM CAMPUS PROJECT

Integrated Engineering Group (IEG) is pleased to submit this trip generation assessment for the Pacific Village Platinum Campus project (Project) located along Valeria Drive between Pacific Street and E 17th Street in the City of San Bernardino, California. The Project is proposing the expansion of the Pacific Village Platinum Campus with construction of 119 beds for assisted living, comprised of the following:

- 28 homekey units (27 1-bedroom & 1 2-bedroom) for Community Development Housing
- 30 homekey units (20 1-bedroom & 10 2-bedroom) for Department of Aging and Adult Services
- 18 beds for Recuperative Care Center
- 32 beds for Substance Use Disorder and Recovery

The total proposed 58 homekey units will accommodate existing residents that are currently housed in 20 mobile trailers and 8 apartment units on the southeast portion of the campus. Therefore, these 58 units would result in a net increase of beds with the Project.

Our goal is to obtain comments from City of San Bernardino staff, to ensure that this memo fully addresses the analysis requirements per the City of San Bernardino Traffic Impact Analysis Guidelines (Guidelines, August 2020).

The preliminary site plan for the Project is shown on **Attachment 1**. It is anticipated that the proposed development will be built in one phase which will be discussed in detail with City staff. Access to the Project site will be provided via one (1) reconfigured driveway along Valeria Drive. Additionally, one (1) existing driveway along E 17th Street and one (1) existing driveway along Pacific Street will be maintained for emergency access only.

TRIP GENERATION

Trip generation is a measure or forecast of the number of trips that begin or end at the project site. The traffic generated is a function of the extent and type of development proposed for the site. These trips will result in some traffic increases on the streets where they occur. Per the Guidelines, trip generation for proposed uses must be calculated based on rates from the *Trip Generation Manual (TGM)*, 11th Edition, published by the Institute of



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Transportation Engineers (ITE), to determine if this project satisfies the thresholds to be exempt from preparing a transportation analysis.

ITE average trip generation rates and trip calculations summary for the Project land uses are presented in **Table 1** and **Table 2**, respectively.

Table 1 – Project Trip Generation Rates

Land Use ¹	Units ²	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Assisted Living	Beds	0.11	0.07	0.18	0.09	0.15	0.24	2.60

¹Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021). Included in **Attachment 2**.

Table 2 – Project Trip Generation Summary

Land Use ¹	Intensity	Units ²	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Proposed Assisted Living	119	Bed	13	8	21	11	18	29	309
Existing Assisted Living	58	Bed	-6	-4	-10	-5	-9	-14	-151
Total			7	4	11	6	9	15	158

¹Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021). Included in **Attachment 2**.

As shown in Table 2, the Project is anticipated to generate approximately 309 daily trips, 21 AM peak hour trips and 29 PM peak hour trips, with a net increase of 158 daily trips, 11 AM peak hour trips and 15 PM peak hour trips.

LEVEL OF SERVICE TRAFFIC STUDY EXEMPTION

Per the Guidelines and project trip generation calculation shown in **Table 2**, this project is anticipated to generate fewer than 250 daily trips and less than 50 peak hour trips; and will not be required to conduct a level of service analysis. Therefore, technical information provided in this trip generation assessment is considered sufficient.

Please note that through the review and approval process of the project engineering design plans, project driveway width and sight distance, truck turning templates and truck queue will be coordinated and addressed to the satisfaction of the City Engineer.

Sincerely,
IEG

George Ghossain, PE, MSCE, MPA
Principal Engineer



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Attachments: 1 – Project Site Plan
2 – Trip Generation Supplemental Information30

PARCEL 'B'
(28) HOMEKEY HOUSING
UNITS - CDH

PARCEL 'C'
(30) PERMANENT
SUPPORTIVE HOUSING - DAAS



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Pacific Village Platinum Campus
Project Site Plan
Attachment 1

Attachment 2 - Trip Generation Supplemental Information

Land Use: 254

Assisted Living

Description

An assisted living complex is a residential setting that provides either routine general protective oversight or assistance with activities necessary for independent living to persons with mental or physical limitations. The typical resident has difficulty managing in an independent living arrangement but does not require nursing home care. Its centralized services typically include dining, housekeeping, social and physical activities, medication administration, and communal transportation.

The complex commonly provides separate living quarters for each resident. Alzheimer's and ALS care are commonly offered at an assisted living facility. Living quarters for these patients may be located separately from the other residents.

Assisted care commonly bridges the gap between independent living and a nursing home. In some areas of the country, an assisted living residence may be called personal care, residential care, or domiciliary care. Staff may be available at an assisted care facility 24 hours a day, but skilled medical care—which is limited in nature—is not required. Congregate care facility (Land Use 253), continuing care retirement community (Land Use 255), and nursing home (Land Use 620) are related uses.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Connecticut, New Jersey, New York, Oregon, Pennsylvania, Tennessee, Texas, and Utah.

Source Numbers

244, 573, 581, 611, 725, 876, 877, 912, 1016, 1029

Assisted Living (254)

Vehicle Trip Ends vs: Beds
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 2

Avg. Num. of Beds: 135

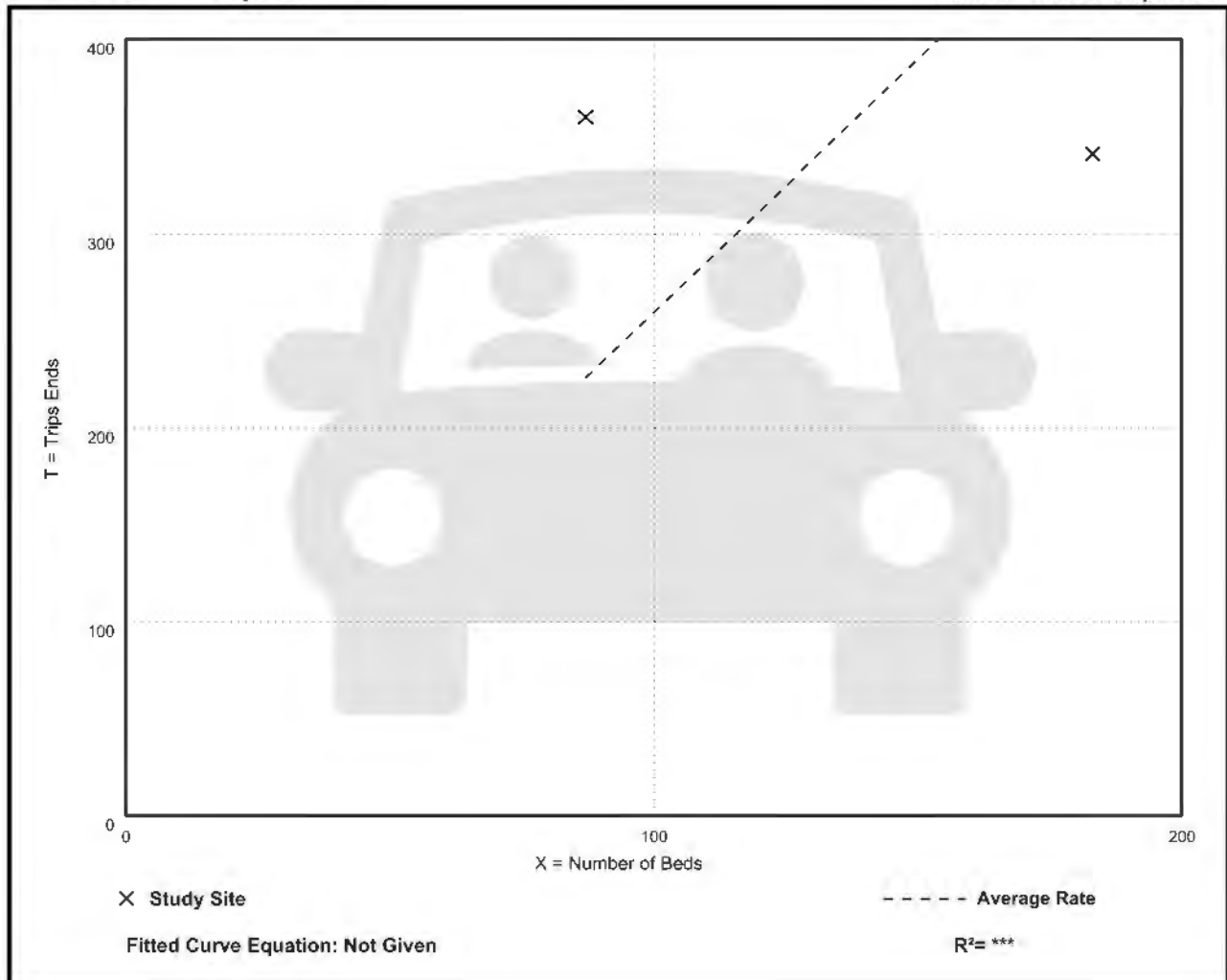
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
2.60	1.86 - 4.14	***

Data Plot and Equation

Caution – Small Sample Size



Assisted Living (254)

Vehicle Trip Ends vs: Beds

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 14

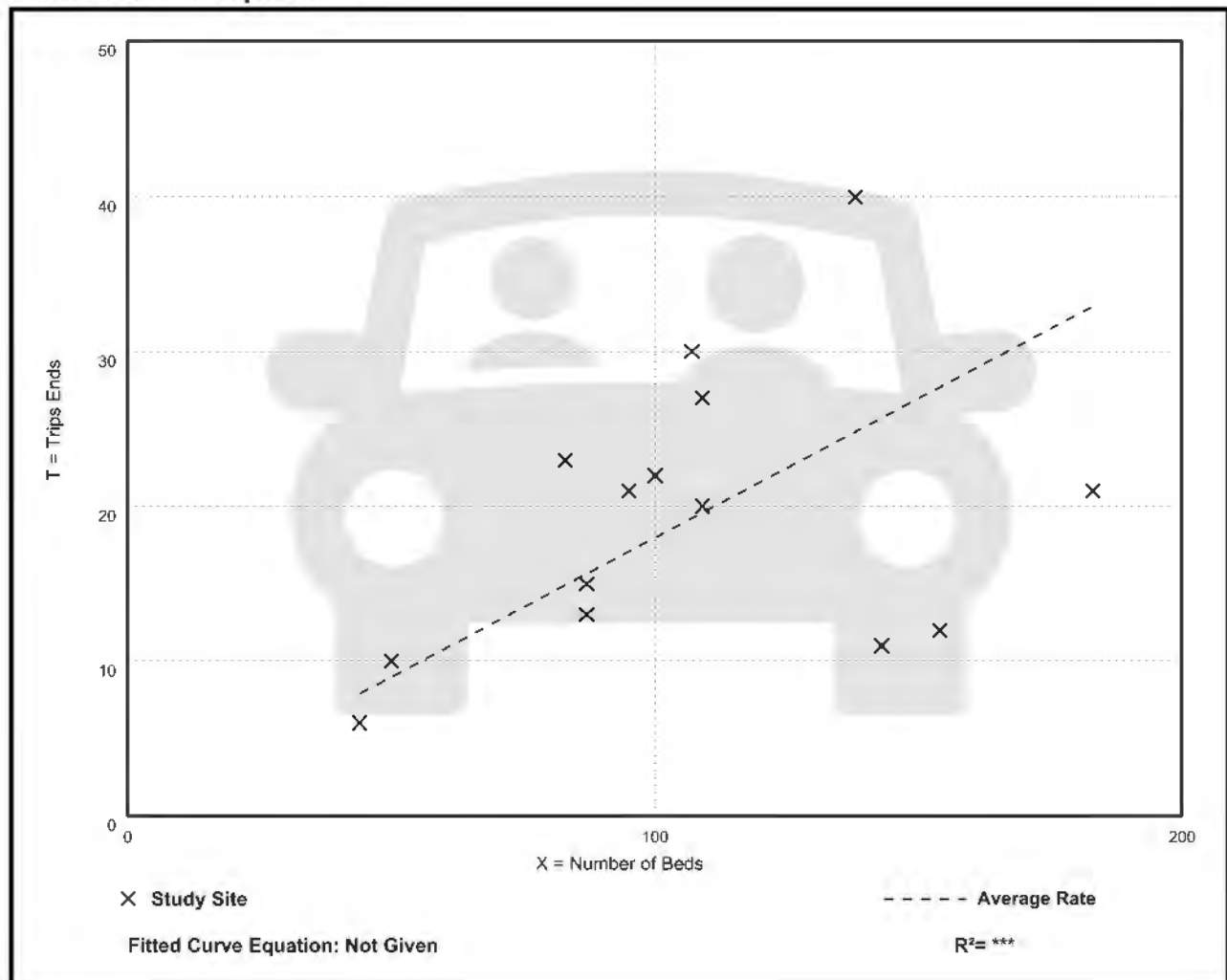
Avg. Num. of Beds: 106

Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
0.18	0.08 - 0.29	0.08

Data Plot and Equation



Assisted Living (254)

Vehicle Trip Ends vs: Beds

On a: **Weekday,**

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 14

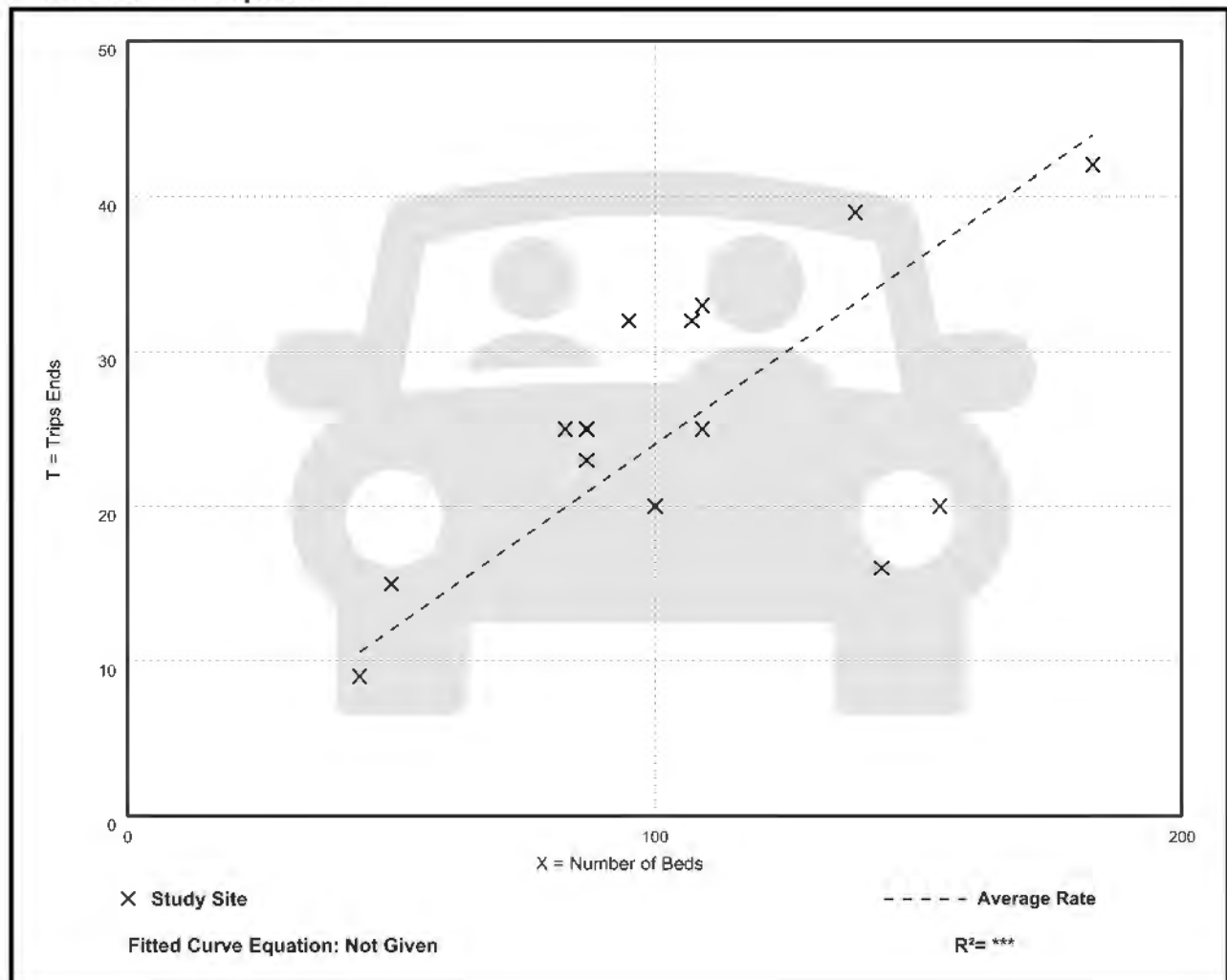
Avg. Num. of Beds: 106

Directional Distribution: 39% entering, 61% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
0.24	0.11 - 0.34	0.07

Data Plot and Equation



Pacific Village Platinum Campus Vehicle Miles Traveled Screening Assessment

Prepared for:

San Bernardino County
385 N. Arrowhead Avenue
San Bernardino, CA 92415

Prepared by:



INTEGRATED ENGINEERING GROUP
TRANSPORTATION PLANNING AND ENGINEERING

23905 Clinton Keith Road 114-280
Wildomar, CA 92595

March 2024

1.0 PROJECT INTRODUCTION

The purpose of this report is to evaluate the project's Vehicle Miles Traveled (VMT) analysis requirements and compliance with Senate Bill 743 (SB 743) and the California Environmental Quality Act (CEQA).

1.1 PROJECT DESCRIPTION

The Pacific Village Platinum Campus project (Project) is proposing the expansion of the Pacific Village Platinum Campus with construction of 119 beds for assisted living, comprised of the following:

- 28 homekey units (27 1-bedroom & 1 2-bedroom) for Community Development Housing
- 30 homekey units (20 1-bedroom & 10 2-bedroom) for Department of Aging and Adult Services
- 18 beds for Recuperative Care Center
- 32 beds for Substance Use Disorder and Recovery

The total proposed 58 homekey units will accommodate existing residents that are currently housed in 20 mobile trailers and 8 apartment units on the southeast portion of the campus. Therefore, these 58 units would result in a net increase of beds with the Project.

Figure 1-1 shows the preliminary site plan.

1.2 SENATE BILL 743

On September 27, 2013, SB 743 was signed into State law and started a process intended to fundamentally change transportation impact analysis as part of the CEQA compliance. The California Natural Resource Agency updated the CEQA transportation analysis guidelines in 2018. In this update automobile delay and LOS metrics are no longer to be used in determining transportation impacts. Instead VMT metrics will serve as the basis in determining impacts. Furthermore, the guidelines stated that after July 1, 2020, transportation analysis under CEQA must use VMT to determine impacts for land use projects.

1.3 GUIDANCE DOCUMENTS

The Project is within the jurisdiction of the City of San Bernardino. The City adopted the City of San Bernardino Traffic Impact Analysis Guidelines (Guidelines, August 2020), which included VMT assessment methodology and significance thresholds. This assessment has been prepared in accordance with the Guidelines.

PARCEL 'B'
(28) HOMEKEY HOUSING
UNITS - CDH

PARCEL 'C'
(30) PERMANENT
SUPPORTIVE HOUSING - DAAS



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Pacific Village Platinum Campus

Project Site Plan

Figure 1-1

2.0 ANALYSIS METHODOLOGY

The Guidelines outline 4 major-steps¹ for CEQA assessment and VMT analysis:

- Project screening criteria under which projects are not required to provide a project-level VMT assessment
- VMT assessment for non-screened development
- Impact significance thresholds
- Mitigation measures for significant and unavoidable impacts

2.1 SCREENING CRITERIA

The Guidelines provide three types of screening criteria² that can be applied to screen projects from project level assessment:

1. Transit Priority Area (TPA) Screening – Projects located within a TPA (half mile of an existing major transit stop or an existing stop along a high-quality transit corridor that maintains a service interval frequency of 15 minutes or less during the morning and afternoon peak commute periods. This criterion is not appropriate if the project:
 - a. Has a Floor Area Ratio (FAR) of less than 0.75;
 - b. 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);
 - c. Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization); or
 - d. 4. Replaces affordable residential units with a smaller number of moderate- or high-income residential units.
2. Low VMT Area Screening – Residential, office, and other employment related and mixed-use land use projects that can be reasonably be expected to generate VMT per resident, employee, or service population that is similar to the existing land uses in a low VMT-generating area as identified by the San Bernardino County Transportation Authority (SBCTA) screening tool.
3. Project Type Screening
 - Local serving retail space of less than 50,000 SF, including gas stations, banks, restaurants, and shopping center
 - Local parks
 - Day care centers
 - Student housing projects on or adjacent to a college campus
 - Local-serving assembly uses (places of worship or community organizations)
 - Community institutions (Public libraries, fire stations or local government facilities)
 - Local serving community college that are consistent with the assumptions noted in the RTP/SCS
 - Hotels (non-destination or resort; no banquet or special event space)
 - The project has 100 percent affordable housing units.
 - Assisted living facilities

¹ Guidelines, Pages 23-29

² Guidelines, Pages 23-26

- Senior housing (as defined by HUD)
- Projects generating fewer than 110 daily vehicle trips. This generally corresponds to the following:
 - 11 single family housing units
 - 16 multi-family units
 - 10,000 SF office
 - 15,000 SF of light industrial
 - 63,000 SF of warehousing
 - 79,000 SF of high cube transload and short-term storage warehouse

2.2 VMT ASSESSMENT FOR NON-SCREENED DEVELOPMENT

Projects that do not meet any of the screening criteria identified would need to assess its project VMT using the San Bernardino County Transportation Analysis Model under the following scenarios:

- Baseline conditions - This data is already available in the web screening map.
- Baseline plus project for the project
- Cumulative no project
- Cumulative plus project

2.3 VMT IMPACT THRESHOLDS

The Guidelines provide thresholds³ to apply to determine potential project generated VMT impacts and project's effect on VMT impacts. These thresholds are consistent with the SBCTA Implementation Study.

A project would result in a significant project-generated VMT impact if either of the following conditions are satisfied:

1. The baseline project-generated VMT per service population **exceeds the San Bernardino County regional average** baseline of 32.7% VMT per service population, or
2. The cumulative project-generated VMT per service population **exceeds the San Bernardino County regional average baseline** of 32.7% VMT per service population.

The project's effect on VMT would be considered significant if it resulted in either of the following conditions to be satisfied:

1. The baseline link-level boundary (County of San Bernardino) VMT per service population increases under the plus project condition compared to the no project condition, or
2. The cumulative link-level boundary (County of San Bernardino) VMT per service population increases under the plus project condition compared to the no project condition.

2.4 VMT MITIGATION MEASRES

Projects that result in a significant VMT impact must mitigate the impact with the following choices:

³ Guidelines, Page 28

1. Modify the project's-built environment characteristics to reduce VMT generated by the project
2. Implement Transportation Demand Management (TDM) measures to reduce VMT generated by the project
3. Participate in a VMT fee program and/or VMT mitigation exchange/banking program (if they exist) to reduce VMT from the project or other land uses to achieve acceptable levels

3.0 PROJECT ANALYSIS

The Project proposes the construction of 119 beds for assisted living.

3.1 SCREENING CRITERIA ASSESSMENT

1. *TPA*

The Project is located within a TPA, as shown in Figure 3-1. However, the Project proposes an FAR of 0.21, which is not greater than 0.75. Therefore, the **Project does not qualify for this criterion.**

2. *Low VMT Area*

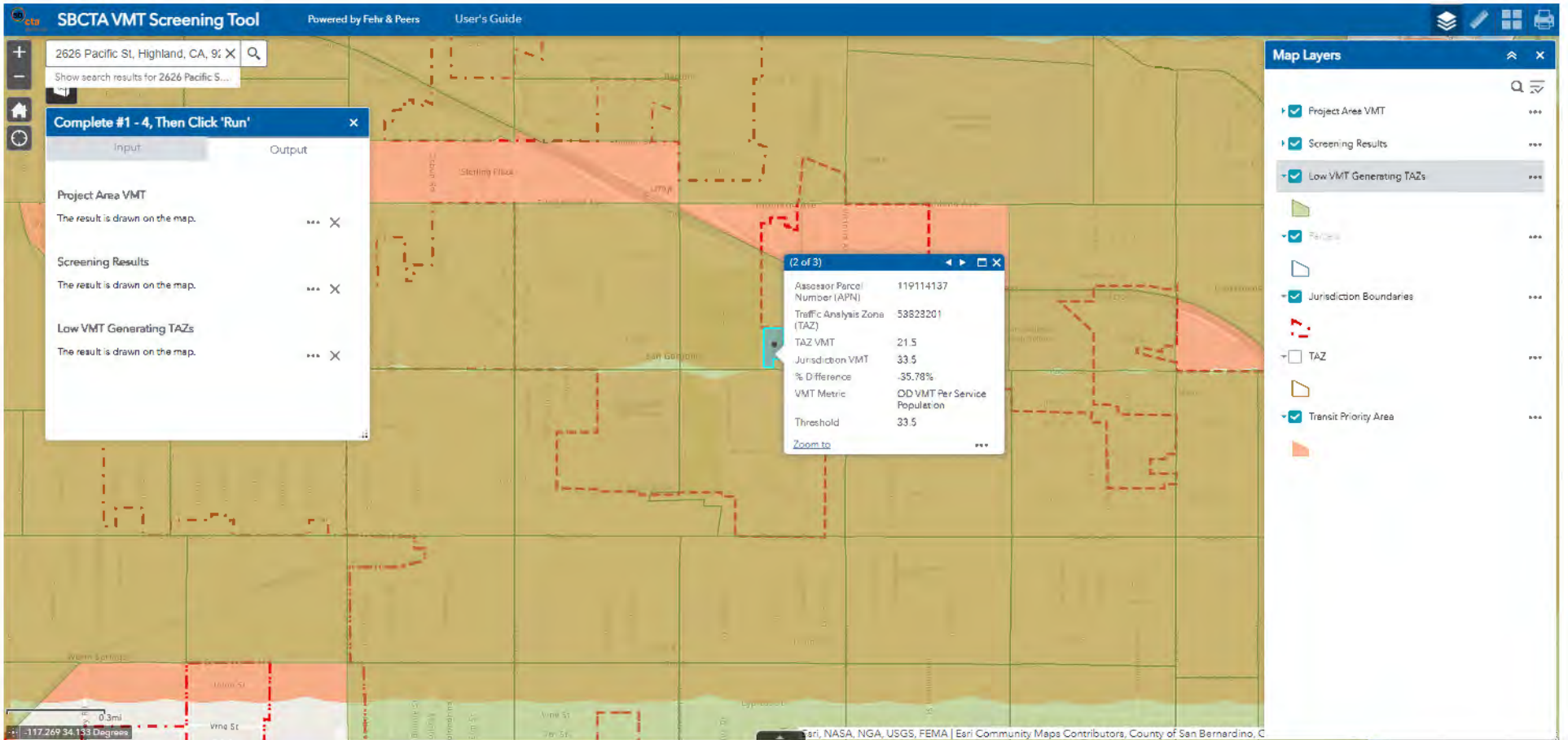
The Project proposes a residential use that is located within a Low VMT area, as shown in Figure 3-1. Therefore, the **Project would be presumed to cause a less than significant impact based on this criterion.**

3. *Project Type Screening*

The Project proposes assisted living facilities that are local serving in nature. Therefore, per the Guidelines, the **Project would be presumed to cause a less than significant impact based on this criterion.**

3.2 CONCLUSION

As concluded in Section 3.1 of this report, the Project screens out from a project level VMT assessment by satisfying the Low VMT Area and Project Type Screening criteria. Therefore, the Project can be presumed to cause less than significant VMT impact. It is our recommendation that the project be approved with no additional project-level VMT assessment.



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Pacific Village Platinum Campus

SBCTA VMT Screening Tool

Figure 3-1