



TECHNICAL MEMORANDUM

TO: For applicant submittal to the COUNTY OF SAN BERNARDINO

FROM: Perrie Ilercil, Senior Engineer | GANDDINI GROUP, INC.

DATE: February 20, 2025

SUBJECT: Banana Avenue Residential Project Transportation Screening Assessment
GGI Project No. 19799

Ganddini Group, Inc. is pleased to provide this Transportation Screening Assessment for the Banana Avenue Residential project in the County of San Bernardino. The purpose of this memorandum 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 the County of San Bernardino in assessing the project.

PROJECT DESCRIPTION

The 4.7-acre project site (APN: 02230-031-67 & 68) is located at the 8428 Banana Avenue in the County of San Bernardino, California. The project site is currently developed with two single family residences, a garage structure, and a barn/storage shed (to be removed) and zoned Single Family Residential (RS-2-5 DU/AC).

The proposed includes construction of 68 attached single family residential dwelling units. Vehicular access for the project site is proposed via a primary access to Banana Avenue and a secondary access to Buena Vista Drive. The proposed site plan is shown in Attachment A.

TRIP GENERATION

Table 1 shows the proposed project trip generation forecast is based on average rates obtained from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition, 2021) for Land Use Code 215 (Single-Family Attached Housing) were utilized project trips and Land Use Code 210 (Single-Family Detached Housing) rates were utilized to determine the existing trip reduction at the site.

As shown in Table 1, the proposed project is forecast to generate a total of approximately 471 daily net new trips, including 32 net new trips during the AM peak hour and 37 net new trips during the PM peak hour.

CRITERIA FOR THE PREPARATION OF TRAFFIC IMPACT ANALYSES

The project has been assessed to determine if the preparation of a traffic impact analysis with level of service (LOS) analysis and vehicle miles traveled (VMT) analysis is necessary based on the criteria established as specified in the *County of San Bernardino Transportation Impact Study Guidelines*, July 2019 ["County TIA Guidelines"].

Level of Service Screening Criteria (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 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 project does not warrant the preparation of a transportation impact study with LOS analysis based on the County-established screening criteria and LOS impacts may be presumed to be negligible.

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) ["OPR Technical Advisory"]. 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 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:

- Local serving land uses
- Projects which generate less than net new 110 daily vehicle trips¹
- Projects located within a Transit Priority Area (TPA)
- Projects located within a low VMT area

Local Serving Land Use Screening

The County TIS Guidelines lists the following projects that serve the local community, have the potential to

¹ 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.

reduce VMT, and thus are not required to complete a VMT assessment:

- Local-serving K-12 schools
- Local-serving retail less than 50,000 square feet
- Local parks
- Day care centers
- Local serving gas stations
- Local serving banks
- Student housing projects
- Local serving community colleges that are consistent with the assumptions noted in the RTP/SCS

The project does not include any of the local serving land uses specified above; therefore, the project does not satisfy the 'local servicing land use' screening criteria.

Projects Generating Less Than 110 Daily Vehicle Trips

This threshold ties directly to the OPR technical advisory and notes that CEQA provides a categorical exemption for existing facilities, including additions to existing structures of up to 10,000 square feet, so long as the project is in an area where public infrastructure is available to allow for maximum planned development and the project is not in an environmentally sensitive area. (CEQA Guidelines, § 15301, subd. (e)(2).) Typical project types for which trip generation increases relatively linearly with building footprint (i.e., general office building, single tenant office building, office park, and business park) generate or attract an additional 110-124 trips per 10,000 square feet. Therefore, absent substantial evidence otherwise, it is reasonable to conclude that the addition of 110 or fewer trips could be considered not to lead to a significant impact.

As noted in the County TIS Guidelines, the following typical development potentials generally correspond to less than 110 daily vehicle trips:

- 11 single-family residential dwelling units
- 16 multifamily, condominiums, or townhome residential dwelling units
- 10,000 square feet of office
- 15,000 square feet of light industrial
- 63,000 square feet of warehousing
- 79,000 square feet of high-cube transload and short-term storage warehouse
- 12 hotel rooms

The project consists of 68 single family dwelling units which generate more than 110 net new daily trips. Therefore, the 'projects generating less than 110 daily trips' screening criteria is not satisfied..

Transit Priority Area (TPA) Screening

A TPA, defined as within one-half mile of a major transit stop or high-quality transit corridor.^{2,3} Projects located within, may be presumed to result in a less than significant VMT impact absent substantial evidence to the contrary. The County TIA Guidelines note that this screening criteria may not apply if the project has a floor area ratio (FAR) less than 0.75, the project is inconsistent with applicable Sustainable Communities Strategy,

² 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 20-minute headways during the peak commute hours (Pub. Resources Code, § 21064.3 and AB 2553).

³ Fixed route bus service with less than 15-minute headways during the peak commute hours (Pub. Resources Code, § 21155).

or the project constructs a smaller number of moderate or high-income residential units than the existing number of affordable residential units.

Based on a review of the San Bernardino County Transportation Authority (SBCTA) VMT Screening Tool and the Southern California Association of Governments (SCAG) High Quality Transit Area (HQTa) map, the proposed project is located within a TPA; therefore, the TPA screening criteria is met.

Low VMT Area Screening

As prescribed in the County TIA Guidelines, the SBCTA VMT Screening Tool was used to assess low VMT area screening for the project. The VMT Screening Tool was developed using the County travel forecasting model to measure VMT performance for individual jurisdictions and for individual traffic analysis zones (TAZs) within the County transportation region. TAZs are geographic polygons similar to census block groups used to represent areas of homogenous travel behavior. Total daily VMT per service population was estimated for each TAZ. 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.

Based on the VMT Screening Tool results for the project site, located within TAZ 53708203, the baseline year (2025) VMT per resident for the project TAZ is equal to 16.0, which is four percent (4%) or more below the County baseline (18.6 VMT per resident) or the threshold of 17.9 VMT per resident; therefore, the proposed project satisfies the County-established screening criteria for projects located in a low VMT area and the project's VMT impact would be less than significant. Appendix B contains the SBCTA Screening Tool results for the project site.

CONCLUSION

The proposed project is forecast to generate approximately 471 daily net new trips, including 32 net new trips during the AM peak hour and 37 net new trips during the PM peak hour.

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

The proposed project satisfies the County-established vehicle miles traveled (VMT) screening criteria for projects located in both a TPA and low VMT area. Therefore, preparation of a transportation impact study with VMT analysis is not warranted, and the project 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 comments, please contact Perrie Ilercil at (714) 795-3100 ext. 103 or perrie@ganddini.com.

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 Housin	ITE 210	DU	25%	75%	0.70	63%	37%	0.94	9.43
Single-Family Attached Housin	ITE 215	DU	25%	75%	0.48	59%	41%	0.57	7.20

Trips Generated									
Land Use	Source	Quantity	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
<u>Existing to be removed</u>									
Single-Family Detached Housing	ITE 210	2 DU	0	1	1	1	1	2	19
<u>Proposed development</u>									
Single-Family Attached Housing	ITE 215	68 DU	8	25	33	23	16	39	490
TOTAL NEW TRIPS GENERATED			8	25	33	23	16	39	490
TOTAL NET NEW VEHICLE TRIPS GENERATED			8	24	32	22	15	37	471

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 Units.

ATTACHMENT A

SITE PLAN

SITE INFORMATION

APN: 0230-031-67, 68
AREA: 254.432 SF / 4.89 AC
IMPROVEMENTS: 386,011 SF (71%)
APPROX. BALANCE: 160,000 SF (33%)
APPROX. BALANCE: 160,000 SF (33%)
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NOTES

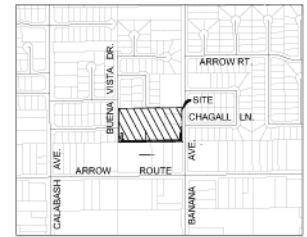
- FIELD EXPOSURE AND BOUNDARY SURVEY CONDUCTED BY KELLER AND ASSOCIATES, INC. BOUNDARY INFORMATION IS BASED ON TOWN RECORDS AND PER RECORD DOCUMENTS.
- A PORTION OF THE MAP IS FOR RESIDENTIAL CONDOMINIUM PURPOSES. NO UNITS ARE PROPOSED. THE OWNERSHIP AND A FUNDING ASSOCIATION WILL BE ESTABLISHED FOLLOWING STATE DEPARTMENT OF REAL ESTATE CODE.
- CURRENT ZONING: SAN BERNARDINO COUNTY SINGLE RESIDENTIAL, ZONED SF 100. LOT SIZE: 8,100-SF.
- PROPOSED ZONING: SAN BERNARDINO COUNTY WEST-RESIDENTIAL - 20/10.
- SUBSEQUENT RESERVES THE RIGHT TO RECORD MATRIAL PLANS.
- WATER SERVICE PROVIDED BY FONTANA WATER COMPANY VIA CONNECTIONS TO IT MAIN ON BANANA AVE.
- SEWER SERVICE PROVIDED BY THE CITY OF FONTANA VIA PROPOSED PRIVATELY MAINTAINED ON-SITE LIFT STATION AND FORCE MAIN CONSTRUCTED IN A PROPOSED 8" SEWER MAIN IN BANANA AVE. UP TO FOOTING. BUILT ALTERNATELY THE SITE MAY BE SERVED BY PROPOSED MAINTAINED ON-SITE SEPTIC SYSTEMS.

JULY 2024
APN: 0230-031-67, 68

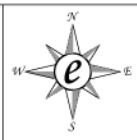
TENTATIVE TRACT MAP TENTATIVE TRACT NO. 20727

68 UNITS FOR RESIDENTIAL CONDOMINIUM PURPOSES
IN SAN BERNARDINO COUNTY, STATE OF CALIFORNIA
A PORTION OF LOT 231, FONTANA ARROW ROUTE TRACT NO. 2102, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 31 MAPS, PAGES 11 TO 15, INCLUSIVE, RECORDS OF SAID COUNTY.

1 LOT
4.69 AC(GROSS)
4.34 AC(NET)



VICINITY MAP
1"=2000'



ENCORPASS ASSOCIATES, INC.
CONSULTING CIVIL ENGINEER
10000 CALIFORNIA AVE
SUITE 100
FONTANA, CA 92335
(951) 833-1111

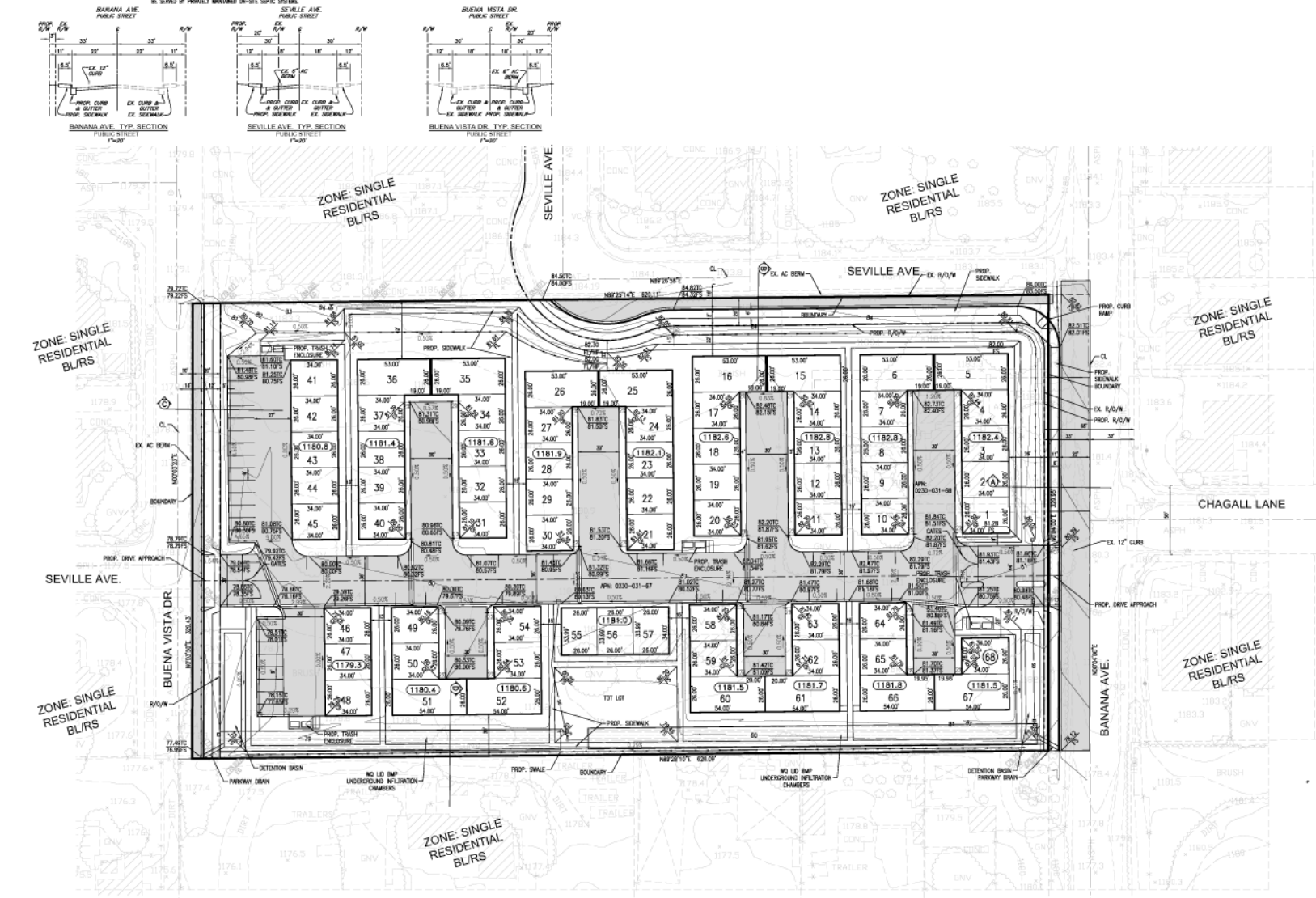


DEVELOPER
FRED ASAD
FIDAE TRUCKING CO.
26344 ANTONIO CIRCLE
LOMA LINDA, CA 92354
PHONE: (951) 833-1111

TENTATIVE TRACT MAP NO. 20727
TENTATIVE TRACT MAP

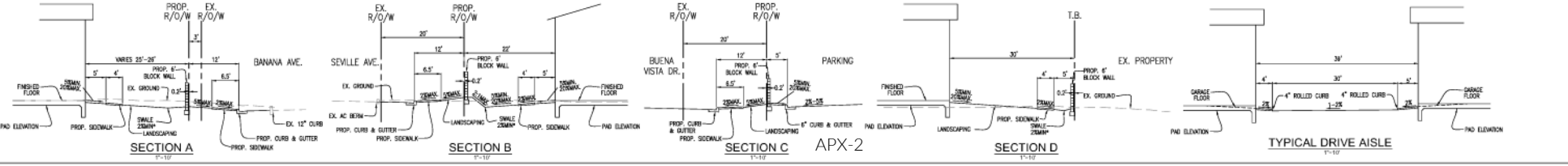
VERSION HISTORY

SHEET



OWNER:	FIDAE TRUCKING CO. 26344 ANTONIO CIRCLE LOMA LINDA, CA 92354 FRED ASAD 951-833-1111 f.asad@fidae.com
CIVIL ENGINEER:	ENCORPASS ASSOCIATES, INC. 3550 CALIFORNIA AVE SUITE 100 FONTANA, CA 92335 951-833-1111
LAND SURVEYOR:	TAMARA ASSOCIATES 10000 CALIFORNIA AVE, STE. 100 FONTANA, CA 92335 951-833-1111
SOILS ENGINEER:	CONCRETE CONSULTANTS 10000 CALIFORNIA AVE, SUITE 1 FONTANA, CA 92335 951-833-1111
ELECTRIC POWER:	UTILITY PROVIDER LIST SOUTHERN CALIFORNIA Edison 10000 CALIFORNIA AVE, SUITE 1 FONTANA, CA 92335 951-833-1111
TELEPHONE SERVICE:	VERIZON 1400 EAST PHILLIPS BOULEVARD SUITE 100 FONTANA, CA 92335 951-833-1111
NATURAL GAS:	SOUTHERN CALIFORNIA GAS CO. 10000 CALIFORNIA AVE, SUITE 1 FONTANA, CA 92335 951-833-1111
CABLE MEDIA SERVICES:	TIME WARNER CABLE 10000 CALIFORNIA AVE, SUITE 1 FONTANA, CA 92335 951-833-1111
WATER SERVICE:	WEST VALLEY WATER DISTRICT 10000 CALIFORNIA AVE, SUITE 1 FONTANA, CA 92335 951-833-1111
SEWER SERVICE:	CITY OF RIALTO 10000 CALIFORNIA AVE, SUITE 1 FONTANA, CA 92335 951-833-1111

LEGAL DESCRIPTION	
A PORTION OF LOT 231, FONTANA ARROW ROUTE TRACT NO. 2102, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 31 MAPS, PAGES 11 TO 15, INCLUSIVE, RECORDS OF SAID COUNTY.	
LEGEND	
18	TRACT BOUNDARY
19	PROPERTY LINE
20	RIGHT OF WAY
21	CENTERLINE
22	EDGE OF IMPROVEMENT
23	TOP OF CURB
24	FINISHED SURFACE
25	FINISHED GRADE
26	EXISTING SURFACE
27	EXISTING GRADE
28	EXISTING ELEVATION
29	PROPOSED ELEVATION
30	PROPOSED STORM DRAIN
31	PROPOSED WATER LINE
32	EXISTING WATER LINE
33	PROPOSED FIRE LINE
34	EXISTING FIRE LINE
35	PROPOSED SEWER LINE
36	EXISTING SEWER LINE
37	PROPERTY LINE
38	RIGHT-OF-WAY
39	CENTERLINE
40	INDICATES EXTRA DEPTH FOOTING
41	COMMON SPACES
42	AC PAYMENT
43	DRAIN



ATTACHMENT B

SBCTA VMT SCREENING TOOL RESULTS

SBCTA VMT Screening Tool

Powered by Fehr & Peers

User's Guide

Show search results for 8428 Banana ...

Complete #1-4, Then Click 'Run'

VMT. Please consult with the jurisdiction to verify which metric to use for your analysis.*****

PA VMT Per Resident

#3. Select the Baseline Year. The years available for analysis are from 2019 to 2050.*****

2025

#4. Select the Threshold (% reduction from baseline year). Note each jurisdiction may have adopted a different metric by which they measure VMT. Please consult with the jurisdiction to verify which metric to use for your analysis.*****

Below County Baseline (0%)

Run

Seville Ave

Buena Vista Dr

(2 of 2)

OBJECTID	1
Assessor Parcel Number (APN)	023003168
Traffic Analysis Zone (TAZ)	53708203
Community Region	
Inside a Transit Priority Area (TPA)	Yes
TAZ VMT	16
Jurisdiction VMT	18.6
% Difference	-13.89%
VMT Metric	PA VMT Per Resident
Threshold	18.6
Community	0

[Help](#)