



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 Hospitality Lane Quick Quack Car Wash
Name: Project Hospitality Lane Quick Quack Car Wash
Address: Project Store #44-325, 950 N Hospitality Lane, San Bernardino, CA 92408
Description: Automated Car Wash
Developer's Name: 5th Street Development, LLC, Chris Peto
Address: 1011 Camino Del Mar #258, Del Mar, CA 92014
Telephone No. (626)405-0956 **Email address:** cpeto@halferty.com

Trip Generation Rates from ITE Latest Edition

Land Use (1) Automated Car Wash
Development Sq Ft 3,596 SF (1 Car Wash Tunnel)
ITE Land Use Code 948
Daily Trips 204
AM Peak Hour Trips
 Inbound NA
 Outbound NA
 Total NA
PM Peak Hour Trips
 Inbound 25
 Outbound 26
 Total 51

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: N/A %
Land Use (1) Automated Car Wash
ITE Land Use Code 948
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: 2024
Study Intersections: 1 N/A. Per City's instruction, TIA is not
 2 required for this site.
 3 _____
 4 _____
 5 _____

Build-out Year: 2024
 6 _____
 7 _____
 8 _____
 9 _____
 10 _____

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



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Study Roadway Segments: 1 N/A. Per City's instruction, TIA is not 2 _____
 3 required for this site. 4 _____
 5 _____ 6 _____

Proposed Development Use: Residential Commercial Mixed Use Other

Software Methodology: Synchro HCS

Additional issues to be considered: Traffic calming measures Queuing Analysis
 Bike/Ped Accommodations Merge Analysis Gap Analysis
 Actuation/Coordination Safety Analysis Sight Distance Analysis

Is the project screened from VMT assessment? Yes No

VMT Screening Justification: See VMT Screening Analysis Memo.
The project site is a local 3,596 square foot automated car wash facility with 1 car wash tunnel.

Ambient Growth Rate: N/A % Per City's instruction, TIA is not required for this site.

Trip Distribution: East N/A % West N/A % North N/A % South N/A %

Consultant Preparer's Name: Scott Kelley


Address: Greenlight Traffic Engineering, 14050 N 83rd Ave, Ste 290, Peoria, AZ 85381

Telephone No. 602-499-1339 **PE / TE License #:** 73357

Email Address: scottk@greenlightte.com

Signature:  **Date:** November 15, 2023

Approved By (Public Works Department):

Signature:  **Date:** 11/15/2023

Name: Khari Kinermon **Title:** Traffic Engineering Associate

Trip Generation Analysis

Project: 231087 HALF San Bernardino Quick Quack Trip Gen
Originator: Raunak Betala
Checked: Collette Frohlich, PE
Date: November 15, 2023
Data Source: Site Plan
Reference Manual: ITE Trip Generation Manual, 11th Edition
Time Period: Weekday (Monday - Friday), Peak Hour Adjacent Street Traffic
Setting/Location: General Urban/Suburban

Land Use	LUC	Units	Size	AM Calc			PM Calc			ADT Calc	AM			PM			ADT
				In	Out	Total	In	Out	Total		Total	In	Out	Total	In	Out	
Automated Car Wash	948	KSF GFA	3.60	NA	NA	NA	50%	50%	14.2	NA	NA	NA	NA	25	26	51	204
BASE TRIP GENERATION											NA	NA	NA	25	26	51	204

1. The ITE Trip Generation manual does not provide a rate for AM peak hour traffic or daily traffic.
2. The daily traffic was estimated using an assumption that the PM peak hour traffic is 25% of the daily traffic.

October 2, 2023

Chris Peto
Manager
5th Street Development LLC
1011 Camino Del Mar #258
Del Mar, CA 92014

Re: Hospitality Lane Quick Quack Car Wash | Vehicle Miles Traveled (VMT) Screening Evaluation
NWC Hospitality Lane/Hotel Drive, San Bernardino, CA

1 INTRODUCTION

This Vehicle Miles Traveled (VMT) Screening Evaluation was prepared for the proposed Quick Quack Car Wash development located on the northwest corner of Hospitality Lane and Hotel Drive in San Bernardino, CA (Project), as shown in the site plan (Attachment A). The Project will consist of 3,596 square feet (SF) of automated car wash land use with 1 car wash tunnel.

The purpose of this study is to determine if a presumption of a less than significant transportation impact can be made for the Project by evaluating it by available screening criteria based on Project location and type.

The California Environmental Quality Act (CEQA) Guidelines were revised in December 2018 to require all lead agencies to use VMT instead of automobile delay-based level of service (LOS) as the new way of identifying transportation impacts for land use projects. A Technical Advisory on Evaluating Transportation Impacts in CEQA was issued by the Governor's Office of Planning and Research (OPR) in December 2018 to guide this process. The City of San Bernardino has adopted its Traffic Impact Analysis Guidelines (August 2020) (City Guidelines) based on OPR's Technical Advisory.

This memo utilized the San Bernardino County Transportation Authority (SBCTA) VMT Screening Tool (Screening Tool) to evaluate the VMT for this Project. The City guidelines list the following steps to determine if a presumption of a less than significant transportation impact can be made:

- Transit Priority Area (TPA) Screening
- Project Type Screening
- Low VMT Screening

2 VEHICLE MILES TRAVELED (VMT) SCREENING EVALUATION

2.1 Transit Priority Area Screening

The City guidelines state that projects located within a Transit Priority Area (TPA) (i.e., within ½ mile of an existing “major transit stop”¹ or an existing stop along a “high-quality transit corridor”²) may be presumed to have a less

¹ Pub. Resources Code, § 21064.3 (“‘Major transit stop’ means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.”).

² Pub. Resources Code, § 21155 (“For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.”).

than significant impact absent substantial evidence to the contrary. However, the presumption may not be appropriate if a project:

- Has a Floor Area Ratio (FAR) of less than 0.75;
- 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);
- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization); or
- Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

Based on the Screening Tool results presented in Attachment B, the Project site is located within ½ mile of an existing major transit stop, or along a high-quality transit corridor. However, the Project as designed does not meet the secondary criteria outlined for this screening.

The TPA screening threshold is not met.

2.2 Project Type Screening

As identified in the City Guidelines, local-serving retail projects of less than 50,000 square feet may be presumed to have a less than significant impact absent substantial evidence to the contrary. In addition to local-serving retail, other types of local-serving uses such as day care centers, non-destination hotels, affordable housing, places of worship, municipal services, and other local, essential services may also be presumed to have a less than significant impact, as local-serving uses tend to shorten vehicle trips.

The proposed Project includes a local-serving retail (i.e., automated car wash) of less than 50,000 square feet. Considering the Project's location and land use, it is primarily intended to cater to the needs of local residents in the vicinity. Hence, it is expected that its impact is likely to be minor, as locally oriented services generally reduce the length of vehicle journeys.

The Project Type screening criteria is met.

2.3 Low VMT Area Screening

As noted in the City Guide "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 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." SBCTA uses the sub-regional San Bernardino Transportation Analysis Model (SBTAM) to measure VMT performance within individual traffic analysis zones (TAZ's) in the region.

The Project parcel was selected within the Screening Tool to determine the TAZ VMT as compared to the County average. The City's impact threshold of "better than General Plan Buildout VMT per service population (SP)" is 35.3. The project is estimated to generate 74.5 VMT which is 111.24% above General Plan Buildout VMT per SP.

Low VMT Area screening criteria is not met.

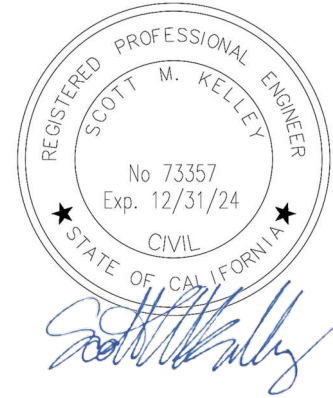
3 CONCLUSIONS

The study shows that the Project meets the Project Type Screening but does not meet the Transit Priority Area Screening and Low VMT Area Screening. However, meeting the Project Type Screening is sufficient to determine a less than significant impact; no additional VMT analysis is required.

Sincerely,
Greenlight Traffic Engineering, LLC



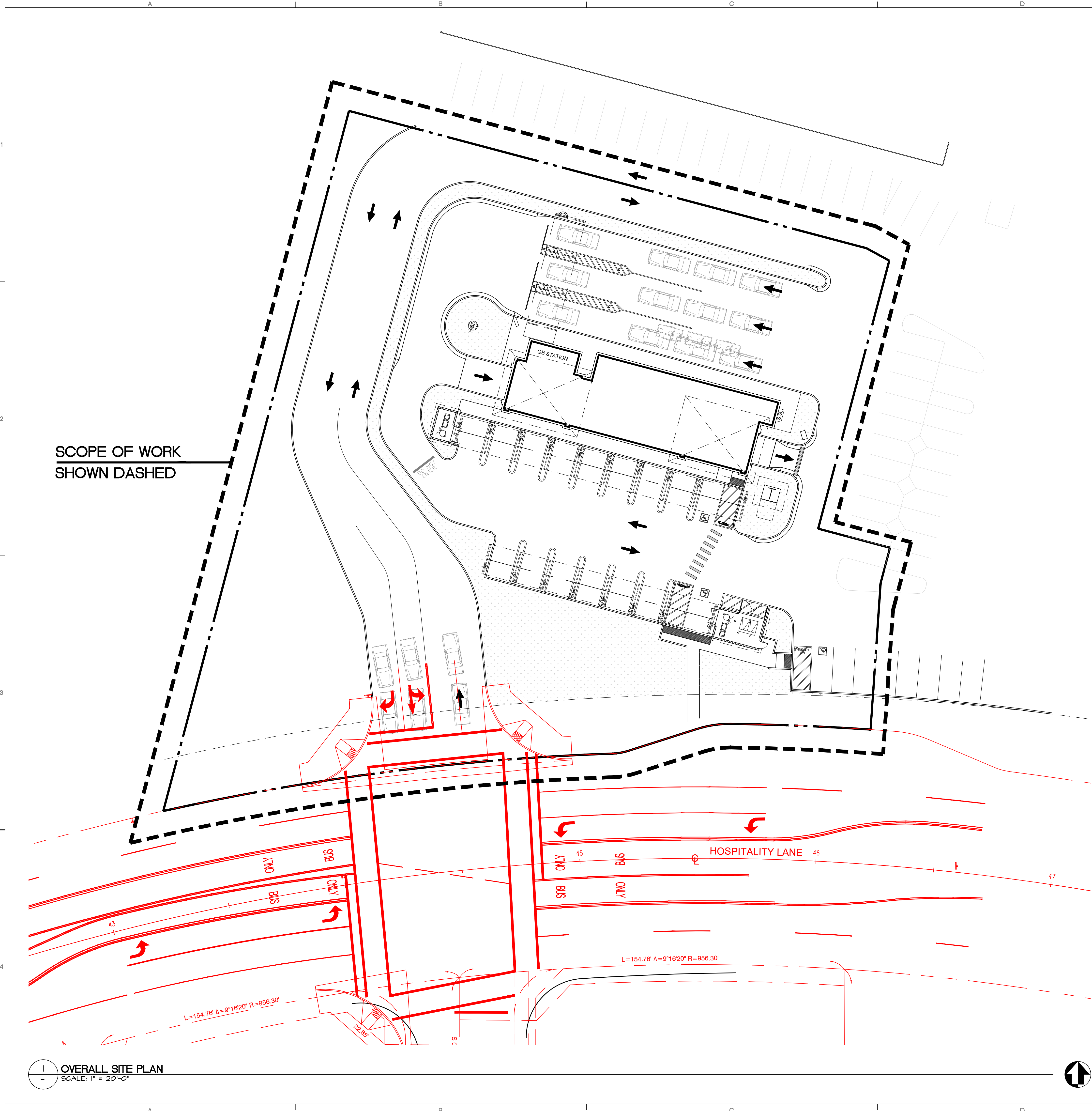
Scott Kelley, PE, PTOE
Principal/Senior Project Manager
scottk@greenlightte.com
(602) 499-1339



Attachments:

- A – Preliminary Site Plan
- B – SBCTA Screening Tool Results

ATTACHMENT A



SCOPE OF WORK SHOWN DASHED

OVERALL SITE PLAN
SCALE: 1" = 20'-0"

PROJECT DESCRIPTION

CONSTRUCTION OF:
NEW CAR WASH FACILITY, INCLUDING BUT NOT LIMITED TO NEW CONCRETE WALKS, DRIVE AISLES, CURBS, LANDSCAPING, VACUUM STATIONS, UTILITIES, AND ALL ASSOCIATED FIXTURES, FURNISHINGS AND EQUIPMENT.

PROJECT INFORMATION

CONDITIONAL USE PERMIT

PARCEL NUMBER: 0201-351-21
 PARCEL LOT SIZE: +/- 62,600 S.F. (1.44 ACRES)
 PROPOSED BUILDING: 3,596 S.F.
 LANDSCAPE: 19,121 S.F.
 PAVED SURFACES: 27,832 S.F.

ZONING CLASSIFICATION: CR-3 (COMMERCIAL REGIONAL-TRI-CITY-CLUB) ZONE AS WELL AS A TRANSPORTATION OVERLAY DISTRICT ZONE (TD).
 VACANT LOT COMMERCIAL

EXISTING LAND USE: VACANT LOT COMMERCIAL
 LAND USE TYPE: COMMERCIAL

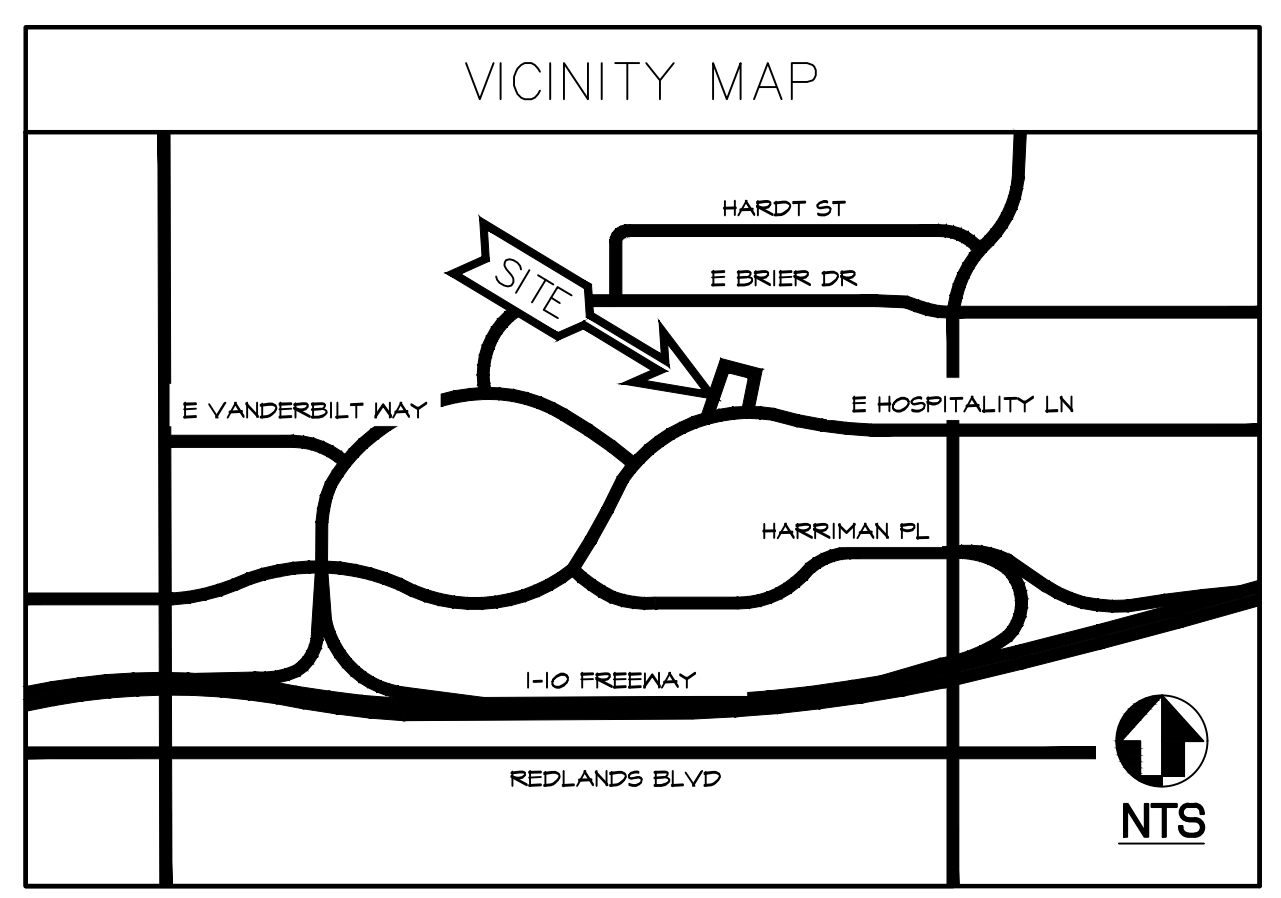
ADJACENT PROPERTY USES:
 NORTH: PARKING STRUCTURE
 EAST: INSTITUTIONAL
 SOUTH: HOSPITALITY
 WEST: CALIFORNIA HIGHWAY PATROL (ADMINISTRATION ONLY)

PARKING ANALYSIS

VACUUM STALLS	16 STALLS @ 10'-0" X 19'-0" (2 ADA VACUUM STALLS @ 9'-0" X 19'-0")
PARKING STALLS	2 STAFF STALLS @ 9'-0" X 19'-0"
ADA STALLS	1 ADA STAFF STALL @ 9'-0" X 19'-0"

SHEET INDEX

SHEET LIST	DESCRIPTION
ARCHITECTURAL	
A1.00	OVERALL SITE PLAN
A1.01	ARCHITECTURAL SITE PLAN
A2.00	FLOOR PLANS
A3.00	EXTERIOR ELEVATIONS
A3.01	EXTERIOR ELEVATIONS
A4.00	COLORED EXTERIOR ELEVATIONS
A4.01	COLORED EXTERIOR ELEVATIONS
A5.00	PAY CANOPY
A5.01	COLORED PAY CANOPY
A5.02	VACUUM CANOPY
A5.03	COLORED VACUUM CANOPY
A5.04	VACUUM CANOPY
A5.05	COLORED VACUUM CANOPY
A6.00	SITE ELEMENTS ENCLOSURES
A6.01	SITE ELEMENTS ENCLOSURES
LANDSCAPE	
L1	LANDSCAPE PLAN
L1	LANDSCAPE PLAN COLORED
CIVIL	
1 OF 5	PRELIMINARY SITE PLAN
2 OF 5	PRELIMINARY OVERALL SITE PLAN
3 OF 5	PRELIMINARY GRADING PLAN
4 OF 5	PRELIMINARY WATER QUALITY MANAGEMENT PLAN
5 OF 5	GARBAGE TRUCK CIRCULATION



1380 LEAD HILL BLVD., STE. 260, ROSEVILLE, CA 95661

QUICK QUACK
STORE # 44-325
E HOSPITALITY LANE
AND TIPPECANOE AVE
SAN BERNARDINO, CA

REVISIONS
DATE DESCRIPTION

- △
- △
- △
- △
- △



OVERALL SITE PLAN

DATE: AUGUST 2023
TAIT JOB #: QO0040

THIS DOCUMENT AND THE IDEAS AND DESIGN INCORPORATED HEREIN AS AN INSTRUMENT OF PROFESSIONAL SERVICES IS THE PROPERTY OF QUICK QUACK CAR WASH AND IS NOT TO BE USED IN WHOLE OR IN PART FOR ANY OTHER PROJECT WITHOUT THE WRITTEN AUTHORIZATION OF QUICK QUACK CAR WASH.

PLANNING PACKAGE

A1.00

ATTACHMENT B

E Hospitality Ln & Carnegie Dr, E X
Show search results for E Hospitality ...

Complete #1 - 4, Then Click 'Run'

Parcels

#2. Select the VMT Metric. 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.*

OD VMT Per Service Population

Baseline Year*
2024

Threshold (% reduction from baseline year)*
Below County Future Buildout (0%)

[Help](#) **Run**

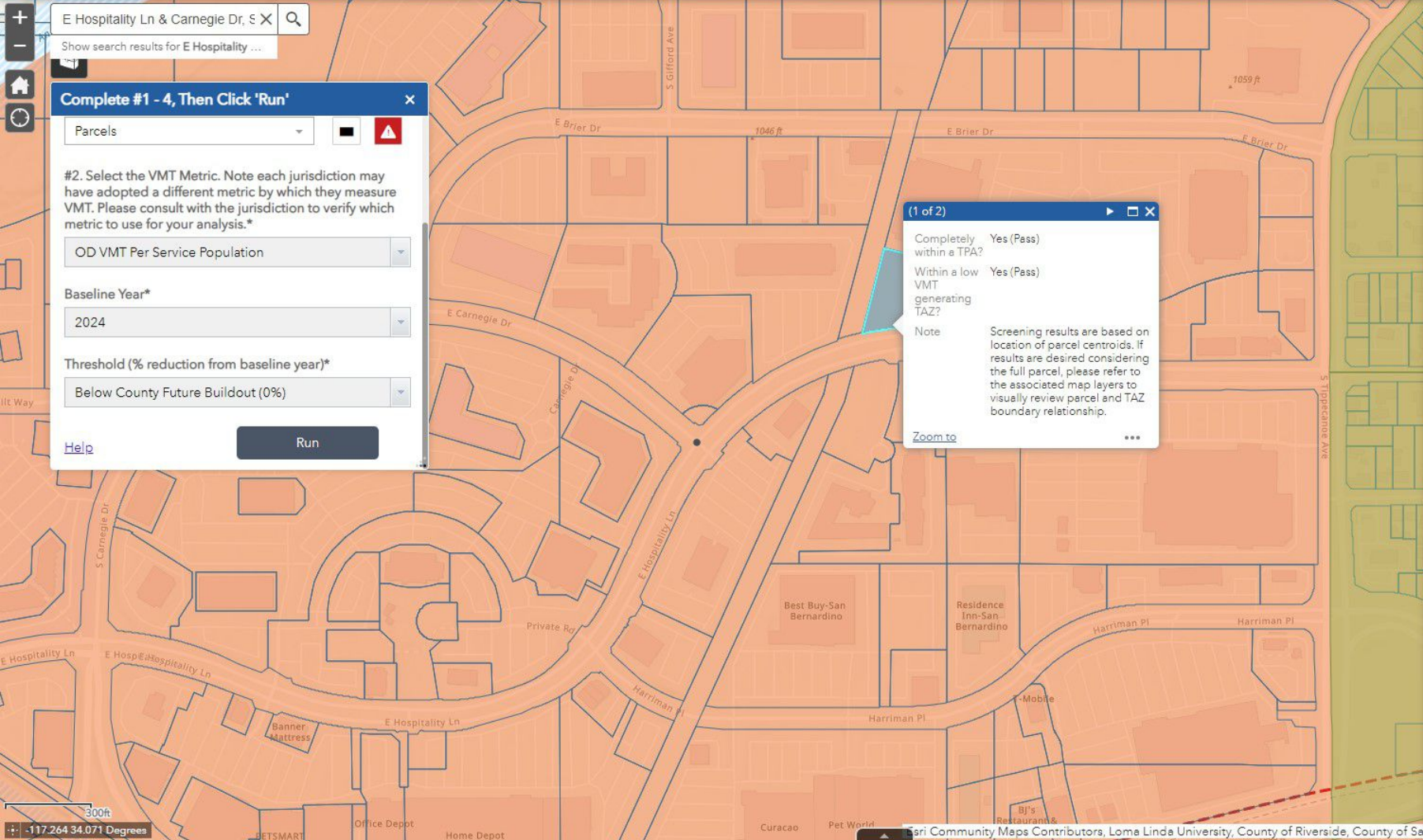
(1 of 2)

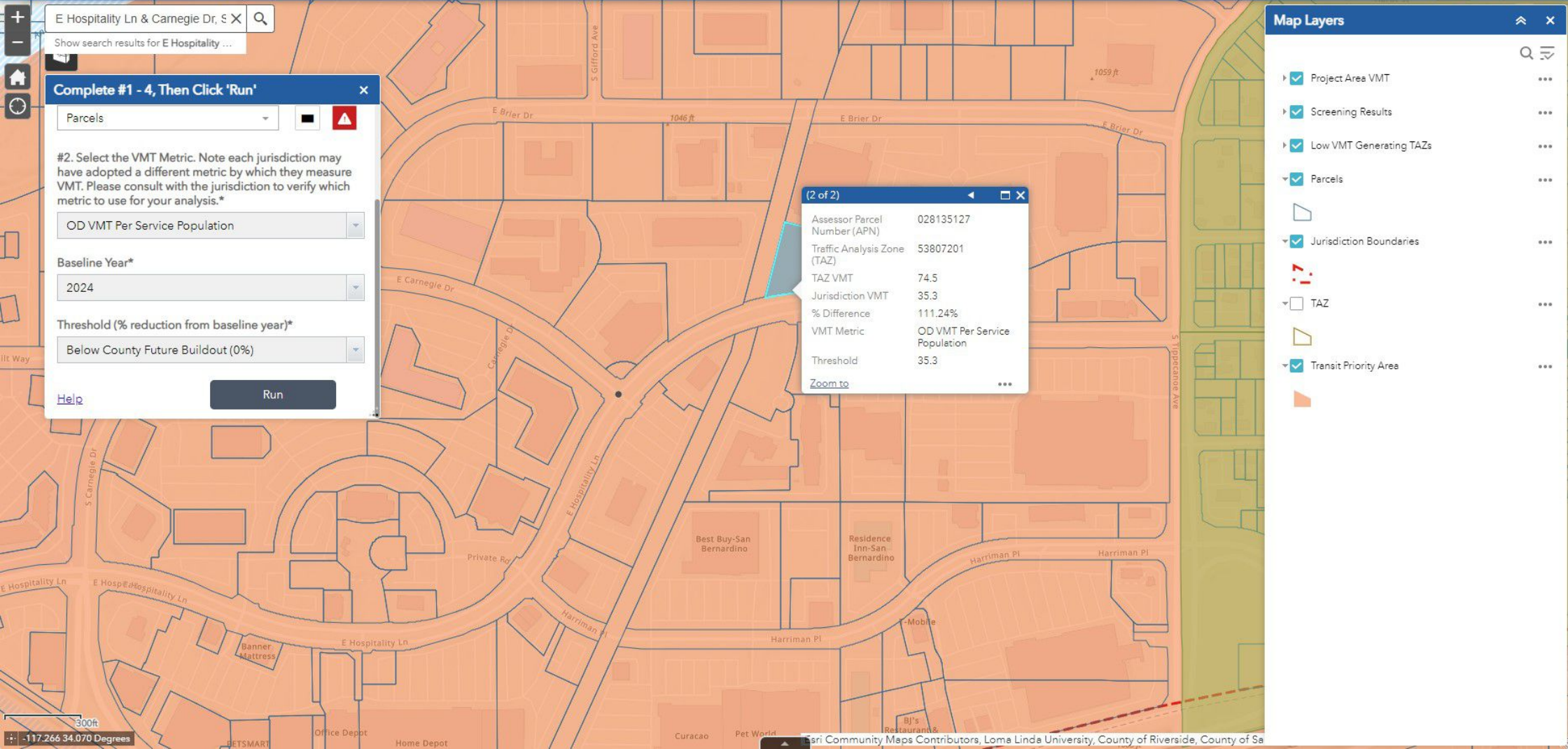
Completely within a TPA?	Yes (Pass)
Within a low VMT generating TAZ?	Yes (Pass)
Note	Screening results are based on location of parcel centroids. If results are desired considering the full parcel, please refer to the associated map layers to visually review parcel and TAZ boundary relationship.

[Zoom to](#) ...

Map Layers

- Project Area VMT
- Screening Results
- Low VMT Generating TAZs
- Parcels
- Jurisdiction Boundaries
- TAZ
- Transit Priority Area





E Hospitality Ln & Carnegie Dr, E X

Show search results for E Hospitality ...

Complete #1 - 4, Then Click 'Run'

Parcels ⏏ ⚠

#2. Select the VMT Metric. 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.*

OD VMT Per Service Population

Baseline Year*

2024

Threshold (% reduction from baseline year)*

Below County Future Buildout (0%)

[Help](#) Run

(2 of 2)

Assessor Parcel Number (APN)	028135127
Traffic Analysis Zone (TAZ)	53807201
TAZ VMT	74.5
Jurisdiction VMT	35.3
% Difference	111.24%
VMT Metric	OD VMT Per Service Population
Threshold	35.3

[Zoom to](#) ⋮

Map Layers

- Project Area VMT
- Screening Results
- Low VMT Generating TAZs
- Parcels
- Jurisdiction Boundaries
- TAZ
- Transit Priority Area