



July 10, 2023

Travis Martin
Associate Planner
City of San Bernardino
201 North E Street, 3rd Floor
San Bernardino, CA 92401

Subject: *Vehicle Miles Traveled Memorandum for the Proposed Starbucks Project in the City of San Bernardino*

Dear Mr. Martin:

Kimley-Horn and Associates, Inc. has prepared a Vehicle Miles Traveled (VMT) memorandum for the proposed Starbucks project located on the southwest corner of Kendall Drive and Shandin Hills Circle in the City of San Bernardino. This memorandum based on the City of San Bernardino *Traffic Impact Analysis Preparation Guidelines* (August 2020).

PROJECT DESCRIPTION

The project site is located on the southwest corner of Kendall Drive and Shandin Hill Circle in the City of San Bernardino. The project site is located within an existing shopping center, bounded by retail uses to the east, south, and west, and Kendall Drive to the north. The project site is currently vacant. The project will involve the construction of a 1,990 square foot coffee shop with drive-through. A copy of the project site plan is provided on Attachment 1.

Vehicular access provisions for the project site would be provided via two existing full-movement driveways on Kendall Drive, one existing full-movement driveway on Shandin Hills Drive, and one existing full-movement driveway on Shandin Hill Circle. All project driveways are currently unsignalized.

PROPOSED TRIP GENERATION

Trip generation estimates for the proposed project are based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition) trip generation rates for Coffee/Donut Shop with Drive-Through (ITE 937). Pass-by reduction factors were also applied based on direction from City staff. Trip generation rates and the resulting trip generation estimates for the proposed project are summarized on Attachment 2.

After applying pass-by reduction factors, the project is estimated to generate 531 net new trips on a daily basis with 87 net new trips in the morning peak hour (44 inbound and 43 outbound), and 38 net new trips in the evening peak hour (19 inbound and 19 outbound).

CEQA VEHICLE MILES TRAVELED (VMT) SCREENING

Senate Bill 743 (SB 743) was approved by California legislature in September 2013. SB 743 requires changes to California Environmental Quality Act (CEQA), specifically directing the Governor's Office of Planning and Research (OPR) to develop alternative metrics to the use of vehicular "Level of Service" (LOS) for evaluating transportation projects. OPR has prepared a technical advisory ("OPR Technical Advisory") for evaluating transportation impacts in CEQA and has recommended that Vehicle Miles Traveled (VMT) replace LOS as the primary measure of transportation impacts. The Natural Resources Agency has adopted updates to CEQA Guidelines to incorporate SB 743 that requires VMT for the purposes of determining a significant transportation impact under CEQA.

The City of San Bernardino *Traffic Impact Analysis Preparation Guidelines* (August 2020) provides details on appropriate screening thresholds that can be used to identify when a proposed land use project is anticipated to result in a less-than-significant impact without conducting a more detailed level analysis. Screening thresholds are broken down into the following three criteria:

1. Transit Priority Area (TPA) Screening
2. Low VMT Area Screening
3. Project Type Screening

Land development projects that meet one or more of the above screening thresholds may be presumed to create a less-than-significant impact on transportation and circulation. The screening thresholds were reviewed and evaluated for this project.

Transit Priority Area (TPA) Screening

A project located within a Transit Priority Area (TPA), as determined by the San Bernadino County Transportation Authority (SBCTA) VMT Screening Tool, would be considered to have a less-than significant transportation impact. Based on the SBCTA VMT Screening Tool, the proposed project is located within a TPA.

The Transit Priority Area Screening threshold is met.

Low VMT Area Screening

A project located within a low VMT area as determined by the City's guidelines and the SBCTA VMT Screening Tool would be considered to have a less-than-significant transportation impact. Based on the City of San Bernardino VMT thresholds and the SBCTA VMT Screening Tool, the proposed project is located within a low VMT area. Results of the SBCTA VMT Screening Tool are provided in Attachment 3.

The Low VMT Area Screening threshold is met.

Project Type Screening

A project would be considered to have a less-than-significant transportation impact if the project generates less than 110 daily vehicle trips or any of the following uses noted below:

- 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 hotels (e.g., non-destination hotels)
- Local-serving medical
- Student housing projects on or adjacent to college campuses
- Local-serving assembly uses (places of worship, community organizations)
- Community institutions (public libraries, fire stations, local government)
- Local serving community colleges that are consistent with the assumptions noted in the RTP/SCS
- Affordable or supportive housing
- Assisted living facilities
- Senior housing (as defined by HUD)

Local serving retail projects less than 50,000 square feet may be presumed to have a less-than-significant impact absent substantial evidence to the contrary. The proposed 1,990 square-foot coffee shop with drive-through is less than 50,000 square feet and is not anticipated to lead to longer local trips, thus reducing or maintaining regional VMT. As such, the project may be presumed to create a less-than-significant transportation impact.

The Project Type Screening threshold is met.

Based on review of the City's VMT screening thresholds, the project meets the Transit Priority Area, Low VMT Area, and Project Type screening thresholds. Therefore, the project would result in a less-than-significant transportation impact, and no additional VMT analysis is required.

Please contact me if you have any questions or if you need additional information.

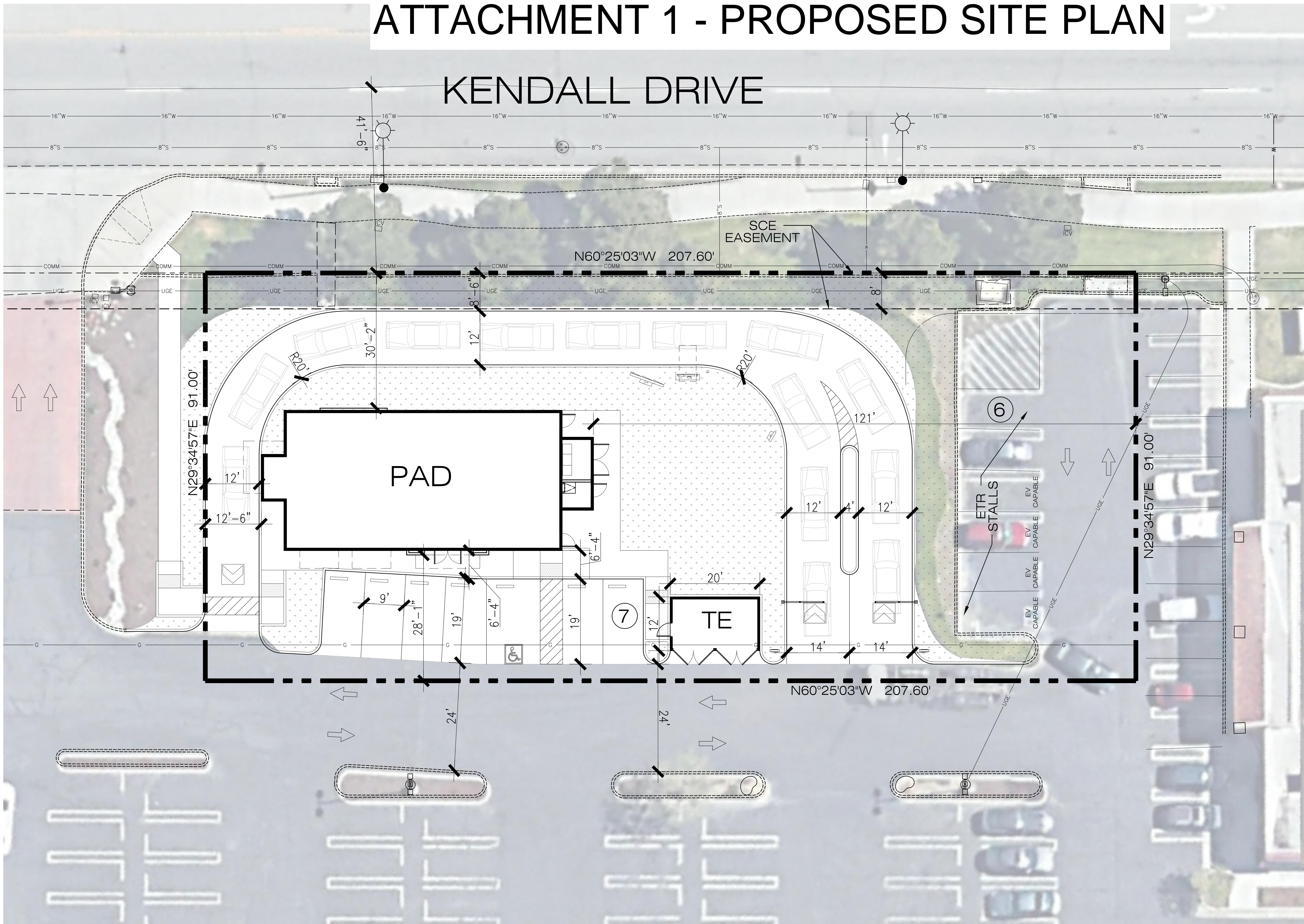
Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

A handwritten signature in black ink that reads "Trevor Briggs". The signature is written in a cursive, flowing style.

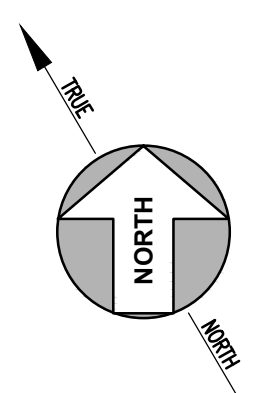
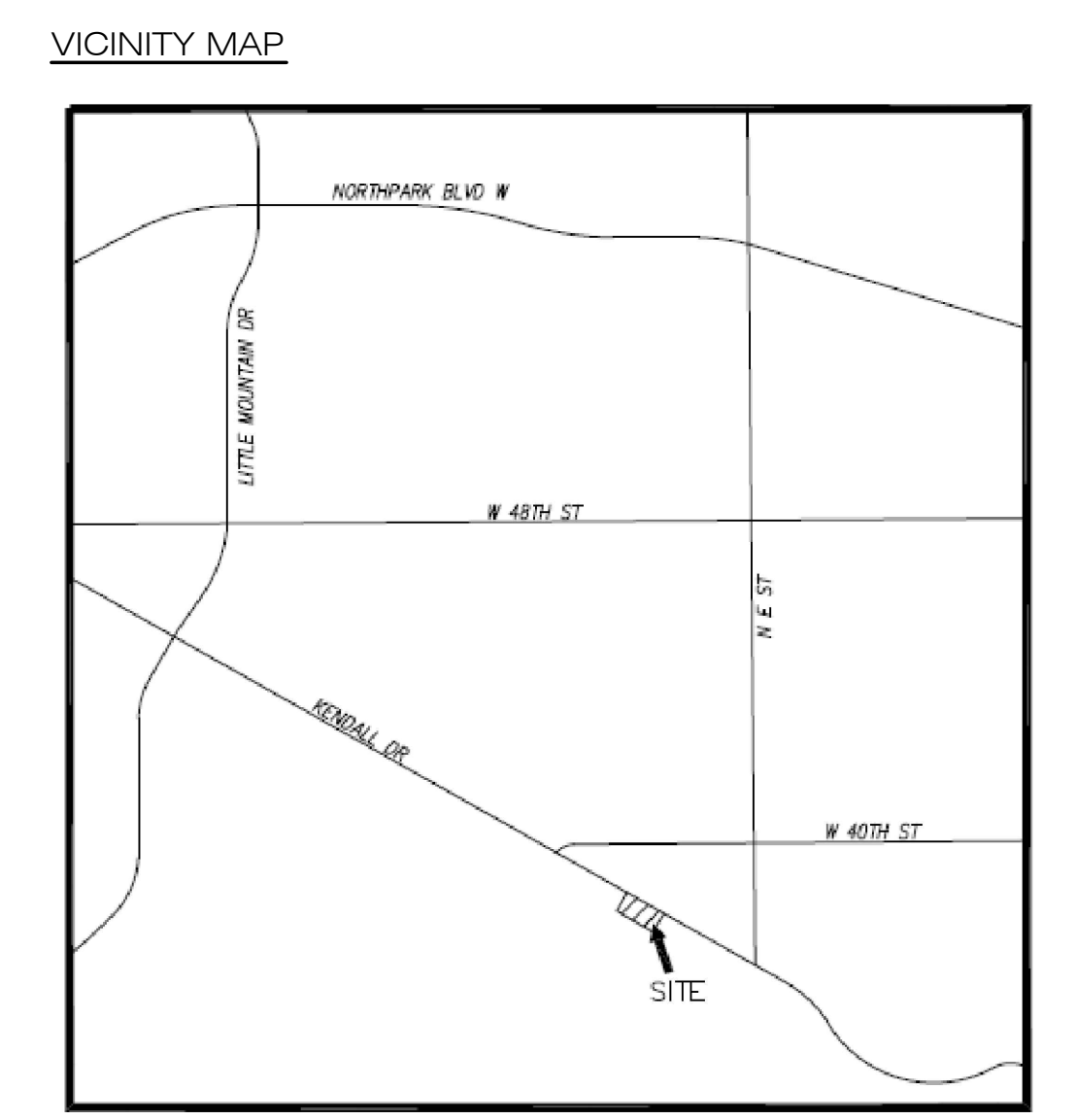
Trevor Briggs, P.E (C87664)

ATTACHMENT 1 - PROPOSED SITE PLAN



SITE INFORMATION
 APN: 0266-521-12
 ZONING: COMMERCIAL GENERAL-1
 GENERAL PLAN LAND USE: COMMERCIAL GENERAL (CG)
 TOTAL LOT AREA: ±18,892 SF (±0.43 AC)
 TOTAL BUILDING AREA: ±1,990 SF
 (NOT INCLUDING UTILITY AREAS)
 LANDSCAPE AREA: ±5,487 SF (±29.05%)

PARKING INFORMATION
 PARKING REQUIREMENT: 1/100 SF
 STALLS REQUIRED: 20 STALLS
 STALLS PROVIDED: 13 STALLS
 ASSUME RECIPROCAL AGREEMENT W/ CENTER



BICKEL GROUP ARCHITECTURE
 BICKEL GROUP INCORPORATED
 3600 BIRCH STREET, SUITE 120
 NEWPORT BEACH, CA 92660
 P: 949.757.0411 F: 949.757.0511
 www.bickelgrp.com

COFFEE
 SWC KENDALL DR & SHANDIN HILLS DR
 SAN BERNARDINO, CALIFORNIA

SITE PLAN

Scale: 1" = 10'
 June 27, 2023

P:23123210 - San Bernardino Sbx Kendall & Shandin Hills Design Site x23210 - Site Plan.dwg
 The plans, ideas, arrangements and designs herein are the property of BICKEL GROUP and were created and developed solely for use on, and in connection with this specific project, and shall not be used, in whole or in part, for any purpose for which they were not originally intended without written permission from BICKEL GROUP © 2017.

ATTACHMENT 2
SUMMARY OF PROJECT TRIP GENERATION
SAN BERNARDINO STARBUCKS (SWC KENDALL DR AND SHANDIN HILLS CIR)

Land Use	ITE Code	Unit	Trip Generation Rates ¹						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Coffee/Donut Shop w/ D.T.	937	KSF	533.57	43.799	42.081	85.88	19.495	19.495	38.99
Land Use	Quantity	Unit	Trip Generation Estimates						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Coffee/Donut Shop w/ D.T.	1,990	KSF	1,062	87	84	171	39	39	78
<i>Pass-by Trips (50% Daily, 49% AM, 50% PM) ²</i>			-531	-43	-41	-84	-20	-20	-40
<i>Net Trips</i>			531	44	43	87	19	19	38
Total Project Trips			531	44	43	87	19	19	38

¹ Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition

² Pass-by rates provided by City of San Bernardino staff

ATTACHMENT 3

The screenshot displays the SBCTA VMT Screening Tool interface. At the top, the header includes the SBCTA logo, the title "SBCTA VMT Screening Tool", and the text "Powered by Fehr & Peers" and "User's Guide".

The main interface features a map of a residential area with a search bar at the top left containing the text "Kendall Dr & Shandin Hills Cir, S". Below the search bar, a search results dropdown shows "Show search results for Kendall Dr & ...".

A configuration panel is overlaid on the map, titled "Complete #1 - 4, Then Click 'Run'". It contains the following fields:

- Parcels:** A dropdown menu set to "Parcels" with a red warning icon.
- #2. Select the VMT Metric:** A dropdown menu set to "PA VMT Per Service Population".
- Baseline Year*:** A dropdown menu set to "2023".
- Threshold (% reduction from baseline year)*:** A dropdown menu set to "Below City Baseline (0%)".

A "Run" button is located at the bottom of the configuration panel.

A data popup window is open over a parcel on the map, titled "(2 of 3)". It displays the following information:

Assessor Parcel Number (APN)	026652112
Traffic Analysis Zone (TAZ)	53784701
TAZ VMT	24
Jurisdiction VMT	24.6
% Difference	-2.53%
VMT Metric	PA VMT Per Service Population
Threshold	24.6

The popup also includes a "Zoom to" link and a close button.