



August 20, 2013

Ms. Natalie Patty
LILBURN CORPORATION
1905 Business Center Drive
San Bernardino, CA 92408

Dear Ms. Patty:

INTRODUCTION

The firm of Kunzman Associates, Inc. is pleased to provide this letter in response to comments regarding the LLUH Campus Transformation Project Focused Traffic Analysis prepared by Kunzman Associates, Inc. (July 19, 2013). Comments were received from the California Department of Transportation in a letter dated June 10, 2013. The comment letter is included in Appendix A.

COMMENT 1

A Traffic Impact Study (TIS) is necessary to determine the proposed project's near-term and long-term impacts to the State facilities and to propose appropriate mitigation measures. The study should be based on Caltrans' Guide for the Preparation of Traffic Impact Studies (TIS) which is located at the following website:

http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf

Minimum contents of the traffic impact study are listed in Appendix "A" of the TIS guide.

RESPONSE TO COMMENT 1

The City of Loma Linda is the lead agency responsible for preparation of the focused traffic analysis, in accordance with California Environmental Quality Act authorizing legislation. This report analyzes traffic impacts for existing and Opening Year (2013 and 2023) traffic conditions. The proposed project does not contribute 50 two-way trips in the peak hours to State arterial segments facilities or 100 two-way peak hour trips to State Freeway facilities.

The focused traffic analysis accounts for the redistribution of traffic volumes with the construction of the new parking areas and access points. It should be noted that the central utility plant and electrical substation are accounted for with the areawide growth projection of future traffic volumes. The dental school addition and research building trip generation are based upon the number of students at the Loma Linda University and no new students have been proposed. The tenant improvements and adaptive reuse of the vacated portions of the existing hospital building trip generation are based upon the number of beds and a net reduction in beds has been proposed.

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The current development (719 beds) is projected to generate approximately 9,505 daily vehicle trips, 683 of which will occur during the morning peak hour and 669 of which will occur during the evening peak hour. The proposed development (650 beds) is projected to generate approximately 8,593 daily vehicle trips, 618 of which will occur during the morning peak hour and 605 of which will occur during the evening peak hour. The proposed development compared to the current development is projected to generate approximately 912 less daily vehicle trips, 65 less of which will occur during the morning peak hour and 64 less of which will occur during the evening peak hour.

COMMENT 2

Submit a hard copy of all Traffic Impact Analysis documents and an electronic Synchro Analysis file.

RESPONSE TO COMMENT 2

A hard copy of the focused traffic analysis is attached to this response to comment letter. The technique used to assess the capacity needs of an intersection has been based on the Intersection Delay Methodology from the 2000 Highway Capacity Manual – Transportation Research Board Special Report 209. The proposed project does not contribute 50 two-way trips in the peak hours to State arterial segments facilities or 100 two-way peak hour trips to State Freeway facilities and a Synchro analysis was not required by the City of Loma Linda.

It has been a pleasure to service your needs on this project. Should you have any questions or if we can be of further assistance, please do not hesitate to call at (714) 973-8383.

Sincerely,

KUNZMAN ASSOCIATES, INC.



Carl Ballard, LEED GA
Principal Associate

#5341



KUNZMAN ASSOCIATES, INC.



William Kunzman, P.E.
Principal

APPENDIX A

Comment Letter

DEPARTMENT OF TRANSPORTATION

DISTRICT 8

PLANNING

464 WEST 4th STREET, 6th Floor MS 725

SAN BERNARDINO, CA 92401-1400

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*Flex your power!
Be energy efficient!*

June 10, 2013,

Guillermo Arreola
City of Loma Linda
25541 Barton Road
Loma Linda, CA 92354

Loma Linda University Health (LLUH) Campus Transformation Project, SBd-10-PM 26.676

Dear Mr. Arreola,

We have completed our review for the above mentioned proposal for renovation of LLUH Campus Transformation to construct new facilities and improvements to the existing campus facilities in order to accommodate growth in the services provided, and meet regulatory requirements. The project is located at 11175 Campus Street, south of Interstate 10 in the City of Loma Linda.

As the owner and operator of the State Highway System (SHS), it is our responsibility to coordinate and consult with local jurisdictions when proposed development may impact our facilities. As the responsible agency under the California Environmental Quality Act (CEQA), it is also our responsibility to make recommendations to offset associated impacts with the proposed project. Although the project is under the jurisdiction of the City of Loma Linda due to the Project's potential impact to State facilities it is also subject to the policies and regulations that govern the SHS.

We recommend the following to be provided:

Traffic Study

- A Traffic Impact Study (TIS) is necessary to determine this proposed project's near-term and long-term impacts to the State facilities and to propose appropriate mitigation measures. The study should be based on Caltrans' *Guide for the Preparation of Traffic Impact Studies (TIS)* which is located at the following website:

http://www.dot.ca.gov/hq/tpp/offices/ocp/jgr_ceqa_files/tisguide.pdf

Minimum contents of the traffic impact study are listed in Appendix "A" of the TIS guide.

- Submit a hard copy of all Traffic Impact Analysis documents and an electronic Synchro Analysis file.

Mr. Arreola
June 10, 2013
Page 2

We appreciate the opportunity to offer comments concerning this project. If you have any questions regarding this letter, please contact Milele Robertson at (909) 383-6908 or myself at (909) 383-4557 for assistance.

Sincerely,

A handwritten signature in black ink, reading "Daniel Kopulsky". The signature is written in a cursive style with a large, sweeping initial "D".

DANIEL KOPULSKY
Office Chief
Community and Regional Planning