



TECHNICAL MEMORANDUM

TO: For applicant submittal to the COUNTY OF SAN BERNARDINO

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

DATE: November 6, 2025

SUBJECT: Pioneertown Mane Street Preservation and Improvement Plan Project Transportation Screening Assessment
GGI Project No. 19750

Ganddini Group, Inc. is pleased to provide this Transportation Screening Assessment for the Pioneertown Mane Street Preservation and Improvement Plan 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 1.84-acre project site (APN's 0594-391-08, 0594-391-07, 0594-391-06) is located at 53585 Mane Street in the Pioneertown community of unincorporated County of San Bernardino, California. The site is currently zoned Rural Commercial (CR) per the Countywide Land Use Plan within a Special Development Residential (SD RES) zoning district and developed with 6,223 square foot event and hospitality space (Soundstage) and 831 square foot commercial structure (Gazette).

The project (PROJ-2022-00191) proposes redevelopment of an existing historically themed retail area with construction of a community outdoor dining gathering pavilion consisting of 3,024 square feet shaded outdoor dining area situated in between the existing Soundstage and Gazette buildings. New modular structures are proposed to serve as public restrooms, mobile coffee cart, and a self-contained mobile kitchen. The existing structures will be remodeled to serve two purposes: an event and hospitality space (Soundstage) and an Ice Cream/Coffee Shop (Gazette). The Soundstage remodel includes new ADA restrooms, ADA parking, Bar Area, and Lounge. The interior of Soundstage will be a flexible open area in the middle with permanent seating on the interior perimeter. The outdoor patio area will have non fixed picnic tables. Utility improvements include a new septic waste system and new electrical panel. The proposed site plan is shown in Attachment A.

The existing Pioneertown Soundstage is anticipated to employ eight (8) full-time employees, with an anticipated up to 30 part-time employees that would serve the operations during events. The Soundstage hours of operation are Monday to Thursday from 11:00 AM to 10:00 PM and Friday to Sunday from 11:00 AM to 2:00 AM.

The remodeled Pioneertown Gazette is anticipated to employ two (2) full-time employees, with an anticipated up to 10 part-time employees that would serve the operations during the high season (October through May). The Gazette hours of operation are Monday, Wednesday, and Thursday from 7:00 AM to 3:00 PM and Friday to Sunday from 7:00 AM to 5:00 PM.

The new community outdoor dining gathering pavilion is anticipated to be staffed by the same 10 full-time employees or as part of the 10 part-time employees that are also staffing the Soundstage and Gazette. The supplemental dining pavilion hours of operation are Wednesday to Thursday from 7:00 AM to 6:00 PM and Friday to Sunday from 7:00 AM to 8:00 PM.

TRIP GENERATION

For the purpose of this report, the net new trips generated by the change in land use of the Gazette from small office to coffee/ice cream shop and the new dining area are reviewed. The continued existing use of the Soundstage is exempt from the transportation screening assessment as an existing use.

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* (12th Edition, 2025) for Land Use Codes 712 (Small Office), 926 (Food Cart Pod) and 936 (Coffee Donut Shop without Drive Through Window).

It should be acknowledged that these trip generation rates are based on general urban/suburban settings, as opposed to the rural setting of the project site because of a lack of ITE trip generation in rural settings. Due to the small-town nature of Pioneertown, the proposed project land uses are primarily anticipated to serve visitors that will already be in the area and capture trips generated by the existing primary on-site uses such as the Soundstage and nearby uses such as Camp Pioneertown and Pioneertown Motel. Therefore, the majority of trips to/from the proposed uses are expected to be internal and/or pedestrian trips, and the vehicle trip estimates are likely overstated especially given the use of the general urban/suburban ITE data which provides a conservative estimate.

Pass-by Trip Adjustments

The project trip generation includes pass-by trip adjustments based on average pass-by rates obtained from the ITE *Trip Generation Manual*. Land uses such as shopping centers, restaurants, and coffee shops will often locate next to busy roadways to attract motorists already on the street. When there is no daily pass-by data provided in ITE *Trip Generation Manual Appendices*, the daily pass-by value is determined by the average of the AM peak and PM peak pass-by rates. Pass-by trips are included at the project driveways and applied after internal capture adjustments.

Net New Trip Adjustment

The project trip generation includes a reduction for the existing trips generated by the existing commercial structure (Gazette), which is proposed to be redeveloped as an ice cream/coffee shop.

Project Trips

As shown in Table 1, the proposed project is forecast to generate a total of approximately 380 daily trips, including 24 trips during the AM peak hour and 15 trips during the PM peak hour.

PROJECT TRIP DISTRIBUTION

Figure 1 and Figure 2 illustrate the forecast directional distribution patterns of the project generated trips. The project trip distribution patterns are developed from engineering judgement based on review of existing volume data, surrounding land uses, and the local and regional roadway facilities in the project vicinity.

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 50 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 50 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. The project does not propose any deviation from the County's TIA Guidelines. Subject to verification by the County Traffic Engineer, the project does not appear to contribute to unique existing or proposed traffic conditions in the project vicinity to warrant further evaluation. 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 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:

- Projects located within a Transit Priority Area (TPA)
 - Projects located within one-half mile radius of a major transit stop¹ or high-quality transit corridor²
- Projects located within a low VMT area
 - Site location can be verified with the web-based or map-based VMT Screening Tool³
- Project Type Screening
 - Local serving land use
 - Projects which generate less than net new 110 daily vehicle⁴ trips (ADT)

TPA Screening

Projects located within a TPA, defined as within one-half mile of a major transit stop or high-quality transit corridor, 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, 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, the proposed project is not located within a TPA; therefore, this screening criteria is not 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 53980101, the baseline year (2025) VMT per service population for the project TAZ is 30.2, which is four percent (4%) or more below the County baseline (39.0 VMT per service population) or the threshold of 37.4 VMT per service population. 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. Attachment B contains the SBCTA VMT Screening Tool results for the project site.

¹ 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).

² Fixed route bus service with less than 15-minute headways during the peak commute hours (Pub. Resources Code, § 21155).

³ The SBCTA VMT Screening Tool was developed from the San Bernardino Transportation Analysis Model (SBTAM) travel forecasting model to measure VMT performance for individual jurisdictions and for individual traffic analysis zones (TAZs).

⁴ 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.

Project Type Screening

The County TIA Guidelines identify the several types of projects that may be presumed to have a less than significant VMT impact as they are local serving and thus can be expected to reduce VMT or they are small enough to have a negligible impact:

- Projects consisting of local servicing land use
 - Local-serving K-12 schools
 - Local parks
 - Day care centers
 - Local-serving retail less than 50,000 square feet
 - Local gas stations
 - Local banks
 - Student housing projects
 - Local serving community colleges that are consistent with the assumptions noted in the RTP/SCS
- Trip Screening
 - Projects generating with less than 110 daily passenger vehicle trips (ADT) ⁵
 - 11 single-family residential dwelling units
 - 16 multi-family 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 redevelopment of an existing historically themed retail area with less than 10,000 square feet increase in retail services. The OPR Technical Advisory provides a categorical exemption for existing facilities including additions to existing structures of up to 10,000 square feet. The community outdoor dining gathering pavilion provides supplemental services for the existing historically themed services. Based on the size and hours of operation of the supplemental services, they would not be significantly relevant outside the local area, and they provide retail services with less than 50,000 square feet for the local themed retail area. Therefore, this screening criteria is met, and the project may be presumed to result in a less than significant VMT impact.

CONCLUSION

The proposed project is forecast to generate a total of approximately 380 daily trips, including 24 trips during the AM peak hour and 15 trips during the PM peak hour.

The proposed project satisfies the County-established LOS screening criteria for projects generating fewer than 50 peak hour trips. Therefore, the project does not warrant the preparation of a transportation impact study with LOS analysis based on the County-established LOS screening criteria.

⁵ 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)).

County of San Bernardino
Pioneertown Mane Street Preservation and Improvement Plan
November 6, 2025

The proposed project satisfies the County-established VMT screening criteria for projects located within a low VMT area and for small projects of less than 50,000 square feet of retail services. 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.

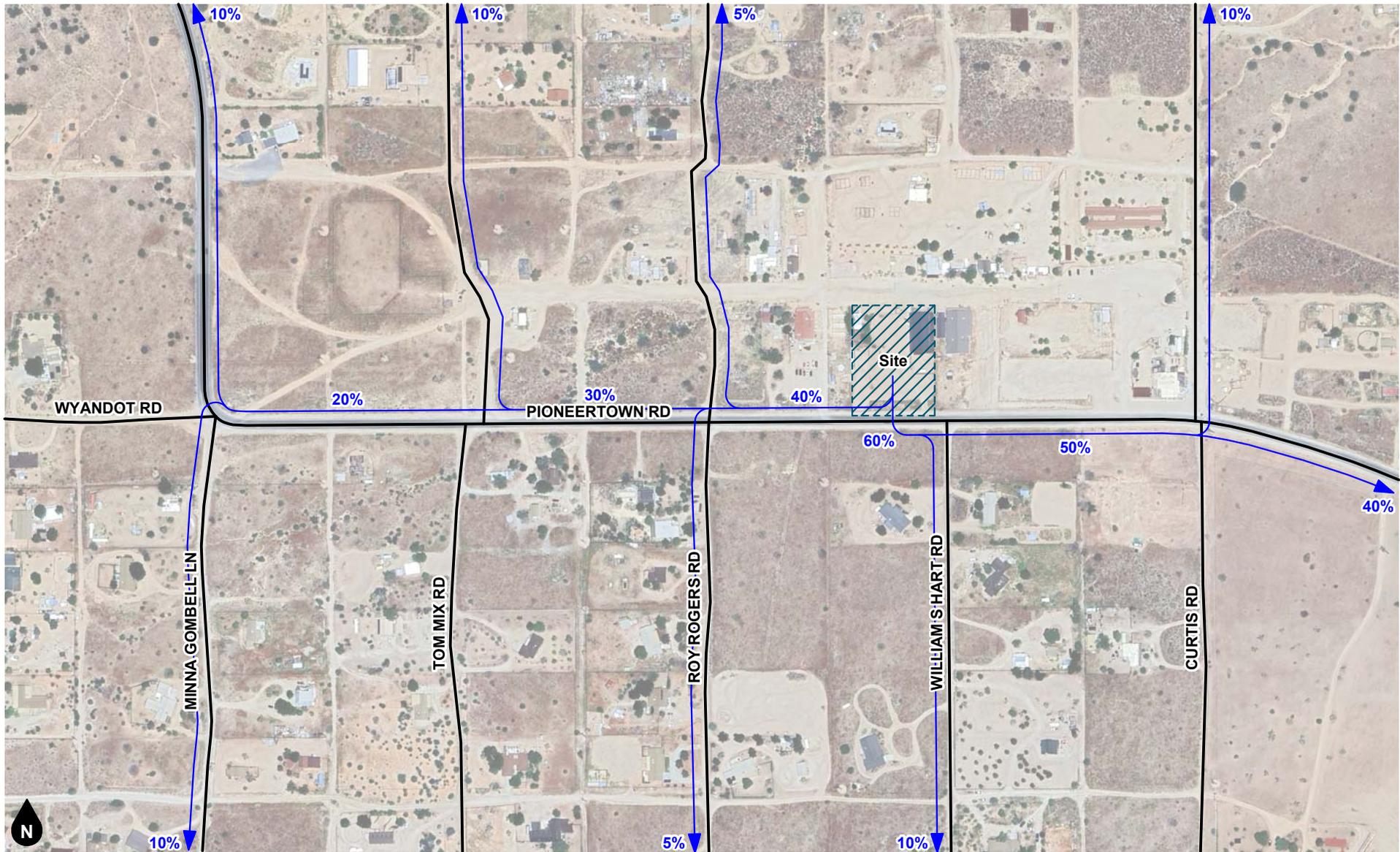
**Table 1
Project Trip Generation**

Trip Generation Rates									
Land Use	Source ¹	Land Use Variable ²				PM Peak Hour			Daily Rate
			% In	% Out	Rate	% In	% Out	Rate	
Small Office Building	ITE 712	TSF	83%	17%	1.64	34%	66%	2.16	14.39
Food Cart Pod	ITE 926 ³	FC	50%	50%	6.16	60%	40%	6.16	77.00
Coffee Donut Shop without Drive-Through Window	ITE 936 ³	TSF	51%	49%	91.02	50%	50%	31.53	485.48

Project Trip Generation for Analysis ⁵									
Trips Generated									
Land Use	Source	Quantity	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
<u>Existing</u>									
Small Office Building	ITE 712	0.831 TSF	1	0	1	1	1	2	12
<u>Proposed</u>									
Food Cart Pod	ITE 926	2.000 FC	6	6	12	7	5	12	154
Coffee Donut Shop without Drive-Through Window	ITE 936	0.831 TSF	39	37	76	13	13	26	403
Pass-by Trips (83%AM, 81%PM, 41%Daily)	ITE 937		-32	-31	-63	-11	-10	-21	-165
Subtotal			7	6	13	2	3	5	238
Subtotal Project Trips (Gross)			45	43	88	20	18	38	557
Total Pass-by Trips			-32	-31	-63	-11	-10	-21	-165
TOTAL NEW TRIPS GENERATED			13	12	25	9	8	17	392
TOTAL NET NEW TRIPS GENERATED			12	12	24	8	7	15	380

Notes:

1. ITE = Institute of Transportation Engineers *Trip Generation Manual* (12th Edition, 2025); ### = Land Use Code.
All rates based on General Urban/Suburban setting.
2. TSF = Thousand Square Feet; FC = Food Carts.
3. ITE rates with data from San Diego Association of Governments (SANDAG) *Vehicular Traffic Generation Rates* (April 2002). Where the daily or peak hour rate is not provided by ITE, the SANDAG percentage of peak hour to daily rate is used to calculate the missing data. Where the peak hour distribution is not provided by ITE, the SANDAG peak hour distribution is used.
4. Pass-by trips calculated in accordance with procedures in the ITE *Trip Generation Manual* (12th Edition, 2025). Daily pass-by is calculated using half of the AM and PM pass-by average rates.



Legend
 ← 10% Percent To/From Project

Figure 1
Project Trip Distribution

ATTACHMENT A

SITE PLAN

VICINITY MAP:



PROJECT LOCATION

OFFICIAL USE ONLY:

PARKING CALCULATIONS:

STRUCTURE / USE	SQUARE FOOTAGE	PARKING RATIO	SPACES REQUIRED
SOUNDSTAGE (RETAIL TRUCK)	6,223 SQ.FT.	1:100 SQ.FT.	63
COFFEE SHOP (RETAIL TRADE)	831 SQ.FT.	1:200 SQ.FT.	5
MOBILE KITCHEN TRAILER (RETAIL TRADE)	225 SQ.FT.	1:200 SQ.FT.	2
PUBLIC OUTDOOR DINING AREA (RETAIL TRADE)	3,024 SQ.FT.	N/A	-
TOTAL REQUIRED			70

PARKING TOTALS:

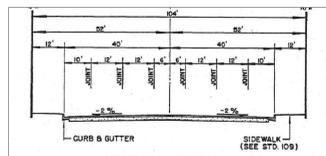
STANDARD SPACES	59
ASSESSABLE SPACES	5
TOTAL	64

LEGAL DESCRIPTION:

APN: 059439108, 059439107, & 059439106
 LOT AREA: 1.84 ACRES
 ZONING: RURAL COMMERCIAL C (COMMERCIAL)
 COUNTYWIDE PLAN LAND USE: SD RES (SPECIAL DEVELOPMENT - RESIDENTIAL)
 ZONING DISTRICT: SOUNDSTAGE: A-2 COVERED PATIO: A-2
 OCC. TYPE: GAZETTE: GROUP B & GROUP M
 GAZETTE: GROUP B & GROUP M

ROAD SECTION (PIONEERTOWN ROAD)

01



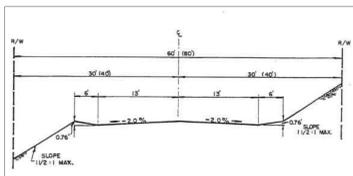
TYPICAL SECTION WITH CONTINUOUS LEFT TURN LANE

NOTES:
 1. STRUCTURAL SECTION OF ROADWAY SHALL BE DETERMINED FROM SOIL TESTS AND AS INDICATED ON CONSTRUCTION PLAN.
 2. DRAINAGE FACILITIES SHALL BE PROVIDED TO DRAINER RAISED MEDIAN AREA.
 3. 30" SHOULDER AREAS MAY BE DESIGNATED AS A WIDE LANE AND EMERGENCY PARKING ONLY.

MAJOR HIGHWAY STD. 101

ROAD SECTION (MANE STREET)

02



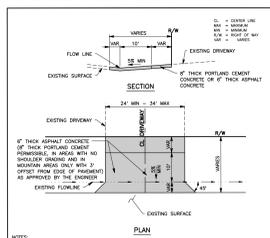
TYPICAL SECTION

NOTES:
 1. DRAINAGE IMPROVEMENTS TO BE PLACED WHERE REQUIRED BY PLAN.
 2. SUBGRANULAR PLACED WITHIN AREA OF THE TRAVELLED WAY SHALL PROVIDE A STABLE ROADWAY.
 3. PLANS SHALL INDICATE AREAS WHERE IMPORTED MATERIAL IS REQUIRED TO PROVIDE A STABLE ROADWAY.
 4. CONSTRUCTION OUTSIDE R/W LINE SHALL REQUIRE SLOPE EASEMENTS.

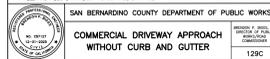
GRADED ROAD STD. 114

COMMERCIAL DRIVEWAY APPROACH W/O CURB

03



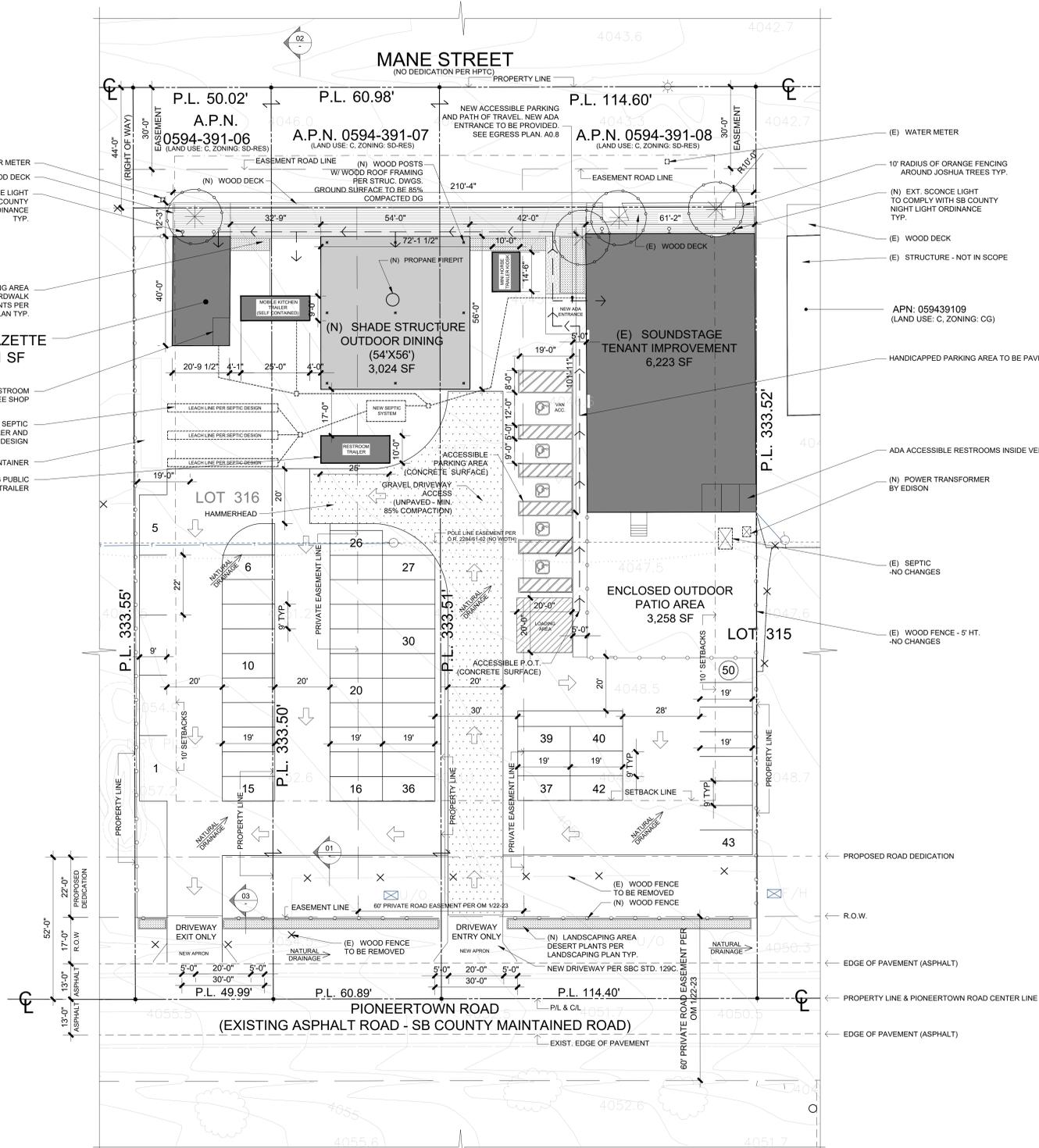
NOTES:
 1. DRIVEWAY APPROACH LOCATION SHALL BE AS INDICATED IN THE SAN BERNARDINO COUNTY TRANSPORTATION DEPARTMENT ROAD PLANING AND DESIGN MANUAL, AND PER STANDARD 133.
 2. IF THICK ASPHALT CONCRETE IS USED FOR DRIVEWAY APPROACH, THE DRIVEWAY APPROACH SHALL BE CONSTRUCTED TO AN ELEVATION EQUAL TO OR HIGHER THAN THE DRIVEWAY APPROACH.
 3. IF THICK ASPHALT CONCRETE IS USED FOR DRIVEWAY APPROACH, THE DRIVEWAY APPROACH SHALL BE CONSTRUCTED TO AN ELEVATION EQUAL TO OR HIGHER THAN THE DRIVEWAY APPROACH.
 4. IF THICK ASPHALT CONCRETE IS USED FOR DRIVEWAY APPROACH, THE DRIVEWAY APPROACH SHALL BE CONSTRUCTED TO AN ELEVATION EQUAL TO OR HIGHER THAN THE DRIVEWAY APPROACH.



STD. 129C

01 SITE PLAN - MASTER PLAN

PROPOSED DESIGN



LEGEND:

- (N) WOOD FENCE
- (E) WOOD FENCE
- PROPERTY LINE
- CENTERLINE
- PROPOSED ROAD DEDICATION
- EASEMENT ROAD LINE
- EASEMENT
- SETBACKS
- PROPERTY CORNER
- BUILDINGS / STRUCTURES - IN SCOPE
- BUILDINGS / STRUCTURES - NOT IN SCOPE
- BOARDWALK (ACCESSIBLE PATH - WOOD MATERIAL)
- DG SURFACE (MIN. 85% COMPACTION)
- DESERT LANDSCAPING AREAS
- (E) POWER POLE
- (E) OVERHEAD POWER LINES
- JOSHUA TREE
- 10' RADIUS OF ORANGE FENCING
- LOT LIE
- ACCESSIBLE PATH OF TRAVEL = 5'-0" WIDE
- S STANDARD PARKING SPACE
- C COMPACT PARKING SPACE
- (E) STREET LIGHT

NOTES:

- SEE CIVIL DRAWINGS FOR DRAINAGE DETAILS
- PARKING AREAS TO BE EXISTING DIRT / DG
- OUTDOOR LIGHTING TO COMPLY WITH DESERT LIGHTING ORDINANCE
- COUNTYWIDE PLAN LAND USE IS C (COMMERCIAL)
- ZONING DISTRICT IS CG (GENERAL COMMERCIAL)

BLU HAUS
 DESIGN | BUILD

BLU HAUS
 DESIGN STUDIO

BY ART MARQUEZ
 61416 29 PALMS HWY #1953
 JOSHUA TREE, CA 92252
 926-235-8751
 ART@BLUHAUSDIGITAL.COM



ART MARQUEZ, B. ARCH
 CMC #106 & BUSINESS AND
 PROFESSIONS CODE 5336.2

DATE	ISSUED FOR
23-09-06	COUNTY SUBMITTAL
24-10-07	COUNTY RESUBMITTAL

DATE	REVISION

THIS DOCUMENT AND THE DESIGN ARRANGEMENTS, DETAILINGS, NOTES AND OTHER REQUIREMENTS CONTAINED HEREIN, CONSTITUTE THE ENTIRE AGREEMENT BETWEEN BLU HAUS AND THE CLIENT. BLU HAUS SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF THE PROJECT. THE CLIENT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL, STATE AND FEDERAL AUTHORITIES. BLU HAUS SHALL NOT BE RESPONSIBLE FOR ANY DELAYS OR COSTS INCURRED BY THE CLIENT DUE TO THE CLIENT'S FAILURE TO OBTAIN NECESSARY PERMITS AND APPROVALS. BLU HAUS SHALL NOT BE RESPONSIBLE FOR ANY DELAYS OR COSTS INCURRED BY THE CLIENT DUE TO THE CLIENT'S FAILURE TO OBTAIN NECESSARY PERMITS AND APPROVALS.

PROJECT:

CUP - TENANT IMPROVEMENT

ADDRESS:

53585 MANE STREET
 PIONEERTOWN, CA 92268

SHEET TITLE:

SITE PLAN

PROJECT:

SOUNDSTAGE

DATE:

24-10-07

DRAWN BY:

ART MARQUEZ

SCALE:

AS NOTED

SHEET:

A0.2



scale: 1" = 20'

PIONEERTOWN LAND CO. PARCEL MAP



A WESTERN TOWN FULL OF LIFE AS IT WAS MEANT TO BE

ESTABLISHED 1946
PIONEERTOWN
LAND & MANAGEMENT CO.



ATTACHMENT B

VMT SCREENING TOOL RESULTS

53585 Mane St, Pioneertown, CA X Q

Show search results for 53585 Mane ...

Complete #1-4, Then Click 'Run'

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

OD VMT Per Service Population

#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

[Help](#)

(1 of 2)

OBJECTID	1
Assessor Parcel Number (APN)	059439108
Traffic Analysis Zone (TAZ)	53980102
Community Region	
Inside a Transit Priority Area (TPA)	No
TAZ VMT	30.2
Jurisdiction VMT	39
% Difference	-22.4%
VMT Metric	OD VMT Per Service Population
Threshold	39

[Zoom to](#)