



Memorandum

To: Jerry Wayne
The River's Edge Ranch

From: Kawai Mang, Project Engineer
Albert A. Webb Associates

Date: August 2, 2024

Subject: Traffic Study and Vehicle Miles Traveled (VMT) Screening Assessment for The River's Edge Ranch Expansion in the County of San Bernardino, California (PROJ-2021-00153)

Albert A. Webb Associates (WEBB) has prepared this Traffic Study and Vehicle Miles Traveled (VMT) Screening Analysis for The River's Edge Ranch Expansion at 33433 Haynes Road in the County of San Bernardino, California (PROJ-2021-00153, see **Figure 1**). This analysis is based on the San Bernardino County Transportation Impact Study Guidelines (2019) (herein after referred to as Guidelines) and our current understanding of the proposed project.

Figure 1: Project Location



A. Background and Project Description

The project is located on The River's Edge Ranch, which encompasses approximately 20 acres at 33433 Haynes Road in Lucerne Valley in San Bernardino County (APN 0453-062-14). There is no change proposed to the existing land use and zoning of LV/AG (Lucerne Valley/Agriculture).

Existing Program/Operations:

The River's Edge Ranch is an existing non-profit 501(c)(3) organization offering training for basic life skills such as diet, sleep, and exercise as well as animal keeping, manual labor, and faith and mentoring support.

The Ranch's hours of operation are Monday through Sunday from 7am to 6pm. The site currently has the capacity to accommodate approximately 40 people at a time. Participants are men ranging from 18-65 years of age in various transitional life situations such as addiction recovery, veterans, formerly incarcerated, and homelessness who have been referred to the program. There are five full-time onsite staff members. There are also typically 1-2 part-time volunteers who are onsite most days.

The program is organized in three phases. Phase 1 participants (maximum 15) work and sleep full-time at the Ranch in the existing dwellings: two bedrooms in the main house with two beds each and a large bedroom in the Bunk House/Laundry room with 11 beds. Participants in phase 2 (up to 21) and phase 3 (up to 12) live offsite in supervised transitional housing. Phase 1 & 2 participants work at the Ranch full-time daily. Phase 3 participants work off-site at other employer venues while transitioning back into society.

Phase 2 participants living off-site are transported to the Ranch daily via two transport vans. Phase 1 & 2 Ranchers are not allowed to drive their privately owned automobiles. Only the Ranch Foreman (a staff member), who lives on site year-round, has his own automobile. Currently, three existing staff members drive Ranch automobiles and two drive personal vehicles. There is one 12-foot gated access driveway off of Haynes Road.

Project Proposal

The project proposes the addition of a 6,642 square-foot (sf) two-story administrative building attached to the existing 1,387 sf single-family, one-story dwelling. The new administration building will be comprised of intake, administrative offices, restroom facilities, a dining hall and upstairs sleeping/living quarters for staff members (Bld. A). The applicant would also like to remodel the kitchen within the existing dwelling with commercial grade kitchen facilities and a storage area. The project also proposes one large new bunkhouse approximately 11,114 SF designed to accommodate sleeping and living quarters for sixty men (Bld. C). The existing parking area will be relocated, and 16 new standard parking spaces will be provided including two EV stalls, 4 ADA stalls and one loading space.

The proposed project will increase the capacity for number of overnight program participants to a maximum of 115 per day onsite and the number of total daytime participants onsite to a maximum of 136 at any time. The number of employees will also increase to a maximum of 11 overnight and 10 additional daytime staff. Total maximum number of people onsite during the day will increase to 157.

Project Traffic

Haynes Road is a two-lane undivided roadway that provides access to SR-247 to the west via Fern Road and to Huff Road to the east. It is not part of the County's General Plan roadway network.

The Phase 2 Participants living offsite are currently transported daily via two 15-passenger transport vans, while four Ranch- owned trucks are used by staff for operational purposes such as transporting grain, meal services, and participants. Additionally, ranchers are also transported to medical and other appointments when necessary. There are approximately 20 daily vehicle trips under the current operation.

As part of the expansion, the number of Ranch vehicles is anticipated to increase by 4 additional vans for a total of six vans and four Ranch-owned trucks. With these increased operations, the project is anticipated to have up to 100 daily vehicle trips on a typical operating day.

B. Traffic Study Screening

Per the County Guidelines, a traffic impact study (TIS) is required for projects with one or more of the following characteristics:

- If a project generates 100 or more trips without consideration of pass-by trips during any peak hour.
- If a project is located within 300 feet of
 - The intersection of two streets designated as Collector or higher in the County's General Plan or the Department's Master Plan **or**
 - An impacted intersection as determined by the Traffic Division.
- If this project creates safety or operational concerns.
- The project has the potential to generate VMT that could result in a transportation impact as noted in the significance criteria presented later in this memorandum.
- If a project generates less than 100 trips without consideration of pass-by trips during any peak hour, a study maybe required if there are special concerns.

With approximately 100 daily vehicle trips on the typical operating day, the project is therefore expected to generate fewer than 100 hourly trips in any peak hour. Furthermore, the nearest General Plan roadway is over half a mile away from the project site and, as an augmentation of existing operations, the project is not expected to create any traffic safety or operational concerns. As shown in Section C below, the project can be considered to have a less-than-significant effect on VMT. Therefore, the project would not require a TIS for traffic operational analysis.

C. Vehicle Miles Traveled Screening Assessment

Following the adoption of California Senate Bill 743 (SB 743) in 2013, the California Office of Planning and Research (OPR) identified VMT as the most appropriate measure of determining transportation impacts under the California Environmental Quality Act (CEQA), replacing previous LOS analyses.

Accordingly, the County of San Bernardino adopted their Guidelines that provide criteria to screen projects from a full VMT analysis. This assessment also uses the San Bernadino County Transportation Authority

(SBCTA) web-based VMT Screening Tool to determine whether the Project meets the screening criteria based on its traffic analysis zone (TAZ) within the San Bernardino Transportation Analysis Model (SBTAM).

VMT Screening Criteria

Per the County Guidelines, several screening criteria may be applied to determine the need for VMT modeling and analysis.

- Projects which serve the local community
 - K-12 schools
 - Local-serving retail less than 50,000 sq. ft.
 - 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 is proposing the increase of capacity of an existing non-profit organization that is not considered local serving; therefore, this criterion is not met.

- Projects generating less than 110 daily vehicle trips
 - This generally corresponds to the following “typical” development potentials:
 - 11 single family housing units
 - 16 multi-family, condominiums, or townhouse housing units
 - 10,000 sq. ft. of office
 - 15,000 sq. ft. of light industrial
 - 63,000 sq. ft. of warehousing
 - 79,000 sq. ft. of high cube transload and short-term storage warehouse
 - 12 hotel rooms

The project generates less than 110 trips per day, as stated above in Section B (Project Traffic); therefore, this criterion is met.

- Projects located within a Transit Priority Area (TPA) as determined by the most recent SCAG RTP/SCS.

The project is not located within a Transit Priority Area according to the SBCTA Screening Tool (Figure 2); therefore, this criterion is not met.

- Projects located within a low VMT generating area as determined by the analyst (e.g. development in efficient areas of the County will reduce VMT per person/employee and is beneficial to the region)

Per the County Guidelines, the VMT significance threshold in unincorporated San Bernardino County is 4% below the existing baseline VMT per capita. For commercial projects, the per-capita VMT metric is VMT per

worker. Per the SBCTA Screening Tool, the project is not located within a low VMT generating area in the 2024 baseline year because the VMT per worker in the project TAZ is equal to the County baseline threshold of 16.9 and therefore not 4% below the County threshold. **Figure 2**, below, shows the Screening Tool results.

Figure 2: 2024 Baseline Year Results (VMT Per Worker)

Complete #1 - 4, Then Click 'Run'

Complete #1 - 4, Then Click 'Run'

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#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.*

PA VMT Per Worker

Baseline Year*

2024

Threshold (% reduction from baseline year)*

Below County Baseline (0%)

(1 of 2)

Completely within a TPA? No (Fail)

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

(2 of 2)

Assessor Parcel Number (APN) 045306214

Traffic Analysis Zone (TAZ) 53975501

TAZ VMT 16.9

Jurisdiction VMT 16.9

% Difference PA VMT Per Worker

VMT Metric PA VMT Per Worker

Threshold 16.9

Zoom to

D. Summary

The TIS and VMT screening analysis indicates that the project is expected to generate approximately 100 daily vehicle trips, which is considered a less-than-significant impact to VMT under the County's screening criteria. Therefore, the project should be exempt from conducting a TIS and full VMT analysis due to the project's expected trip generation.

Attachments:

- A. Site Plan