DAVID EVANS
AND ASSOCIATES INC.

January 18, 2024 Job No. EDWD0000-0001

Mr. Alex Ringle
Eddie World LLC
36017 Calico Road
Yermo, CA 92398

RE: TRAFFIC IMPACT STUDY SCOPING MEMORANDUM – EDDIE WORLD IN UNINCORPORATED SAN BERNARDINO, YERMO, CA PROJ-2022-00216 (A.P.N. 0537-161-19)

Dear Mr. Ringle,

David Evans and Associates, Inc. (DEA) is pleased to submit this Traffic Impact Study Scoping Memorandum for the proposed expansion of Eddie World (the Project) in the unincorporated community of Yermo, County of San Bernardino. This scope of work was prepared consistent with the County of San Bernardino Transportation Impact Study Guidelines dated July 9, 2019. The purpose of this submittal is for the San Bernardino County Engineering Department to review and approve our assumptions and methods prior to preparing the traffic impact study.

A. PROJECT DESCRIPTION

The proposed project is located along Calico Road and Calico Boulevard in the unincorporated community of Yermo, in the County of San Bernardino. Yermo is a rural community, with an approximate population of 1,014 people, based on the United States Census Bureau. The project vicinity is illustrated in **Exhibit A**.

Regional and Local Access

The project site is located immediately south of the I-15 / Calico Road interchange, which provides primary regional access to the site. Local access is provided by Calico Road and Calico Boulevard. Calico Road provides primary access to Calico Ghost Town Campground, an Old West mining town, and a regional attraction.

Proposed Development

The applicant proposes to expand Eddie World to an approximate 11.64 acre parcel currently zoned Single Family Residential. Eddie World (the Project) is an existing traveler's stop just off the I-15 freeway in Yermo consisting of a service station, restaurants, and food-related retail. It is a popular stop for people traveling between southern California and Las Vegas. The proposed project is to expand the existing traveler's stop to include 40,670 S.F. of commercial retail consisting of Coffee/Donut Shop with Drive-Through Window, fast-food restaurants with a drive-through window, a convenience store, Strip Retail Plaza, High-Turnover (Sit-down) Restaurant, and 479 electric vehicle charging stations. The proposed project consists of four construction phases. The Traffic Impact Study will evaluate the project in three analysis phases combining the construction phase 3 and 4 to be the analysis phase 3. The three analysis phases are as follows.

Phase 1 will consist of the following pads and land uses:

- 870 SF Coffee/Donut Shop with Drive-Through Window (ITE 937)
- 4,300 SF Fast-Food Restaurant with Drive-Through Window (ITE 934)
- 3,800 SF Convenience Store (ITE 851)
- 8,200 SF Strip Retail Plaza (<40k) (ITE 822)
- 110 Electric vehicle charging stations.

Phase 2 will consist of the following pads and land uses:

- 10,100 SF High-Turnover (Sit-down) Restaurant (ITE 932)
- 2,000 SF Strip Retail Plaza (<40k) (ITE 822)
- 100 Electric vehicle charging stations.

Phase 3 will consist of the following pads and land uses:

- 9,400 SF Fast-Food Restaurant with Drive-Through Window (ITE 934) (3 pads)
- 2,000 SF Strip Retail Plaza (<40k) (ITE 822)
- 269 Electric vehicle charging stations.

Exhibit B illustrates the proposed site plan. As shown on the site plan, access to the site is proposed from the two existing driveways along Calico Road and five proposed driveways along Calico Boulevard.

The combination of the project's location adjacent to an interstate freeway and directly served by an interchange and the predominance of traveler-related land uses is frequently defined as "highway-oriented development". Highway-oriented development is comprised of commercial uses which rely on visual line-of-sight of vehicular traffic traveling on the adjacent highway. These uses typically include convenience markets, sit-down and fast-food drive-through restaurants, coffee/donut shops with drive-through and general retail. A large proportion of trips attracted to highway-oriented land uses are "diverted-link trips" from the adject highway. This well-established component of project trip generation is described in the next section.

B. PROJECT TRIP GENERATION

Due to the nature of highway-oriented development, the project traffic is primarily comprised of diverted link trips. Diverted-link trips are trips passing by the site but not on an immediately adjacent street and alter their path to visit the site. The Institute of Transportation Engineers (ITE) Trip Generation Handbook defines a diverted trip as:

> *"A diverted trip is attracted from the traffic volume on roadways within the vicinity of the generator but without direct access to the site. A diverted trip requires a diversion from a roadway not adjacent to the site to another roadway to gain direct access to the site.* ***A diverted trip adds traffic to streets adjacent to a site and could remove a trip on streets from which it diverted.*** *A diverted trip may be part of multiple-stop chain of trips."*

Diverted link trips for the proposed project are diverted from the I-15, then return to their original routes using the reverse of the same path of travel used to access the site.

Since the project is in a remote area with few nearby residents and businesses, most of the traffic traveling on I-15 freeway are long-distance automobile and truck trips for various purposes including commuting, freight hauling, intra and inter-regional travel, and tourism. These trip types are consistent with ITE data on the split between primary, pass-by, and diverted trips for convenience and highway-oriented land uses[1].

Recent approved traffic studies completed for area projects adjoining this segment of I-15 Freeway within San Bernardino County and the traffic study completed for the existing Eddie World facility were reviewed to establish reliable data reporting the percentage distribution of the types of trips.

- These studies consisted of **20% primary project trips** and **80% diverted link project trips.**

The proposed travel routes considered the rural nature of the study area, destination travel patterns of the adjacent highway, and the proposed highway-oriented project. The I-15 freeway is defined as the diverted-link travel route. The route includes the Calico Road ramps.

[1] Trip Generation Handbook (3rd Edition). Appendix E. Database on Pass-By, Diverted, and Primary Trips. Institute of Transportation Engineers. Washington DC. 2017.

The project's trip generation was estimated using the 11th Edition of the Institute of Transportation Engineers (ITE) Trip Generation with trip rates for the PM Peak Hours of the Adjacent Street Traffic. A 10% trip reduction representing internalization of trips between the site's land uses has been applied to the project trip generation.

Table A summarizes the estimated trip generation for the proposed project site, for the PM (4-6 PM) peak period based on the Peak Hour of the Adjacent Street Traffic.

The Proposed Project Phase 1 is estimated to generate 5,236 daily trips and 374 PM peak hour trips during the adjacent street peak hours. The Proposed Project Phase 2 is estimated to generate 1,072 daily trips and 94 PM peak hour trips during the adjacent street peak hours. The Project Phase 3 is estimated to generate 4,052 daily trips and 293 PM peak hour trips during the adjacent street peak hours.

The Total Project is estimated to generate 10,360 daily trips and 761 PM peak hour trips during the adjacent street peak hours.

Table A: Proposed Project - Trip Generation

Land Use		Size	Daily	PM Peak Hour		
				In	Out	Total
Phase 1						
	Coffee/Donut Shop with Drive-Through Window Land Use Category (ITE 937)					
	Rates (per 1,000 Sq. Ft. GFA)	870	533.57	19.50	19.50	38.99
1	Trips		465	17	17	34
	Internal Trips (10%)		47	2	2	4
	Adjusted Trips		418	15	15	30
	Fast-Food Restaurant with Drive-Through Window Land Use Category (ITE 934)					
	Rates (per 1,000 Sq. Ft. GFA)	4,300	467.48	17.18	15.85	33.03
2	Trips		2,011	74	68	142
	Internal Trips (10%)		202	7	7	14
	Adjusted Trips		1,809	67	61	128
	Convenience Store Land Use Category (ITE 851)					
	Rates (per 1,000 Sq. Ft. GFA)	3,800	762.28	25.05	24.06	49.11
3	Trips		2,897	95	92	187
	Internal Trips (10%)		290	10	9	19
	Adjusted Trips		2,607	85	83	168
	Strip Retail Plaza (<40k) Land Use Category (ITE 822)					
	Rates (per 1,000 Sq. Ft. GFA)	8,200	54.45	3.30	3.30	6.59
4	Trips		447	27	27	54
	Internal Trips (10%)		45	3	3	6
	Adjusted Trips		402	24	24	48
Phase 1 Adjusted Project Trips			5,236	191	183	374
Phase 1 Primary Project Trips (20%)			1,047	38	36	74
Phase 1 Diverted-Link Project Trips (80%)			4,189	153	147	300
Phase 2						
	High-Turnover (Sit-down) Restaurant Land Use Category (ITE 932)					
	Rates (per 1,000 Sq. Ft. GFA)	10,100	107.20	5.52	3.53	9.05
1	Trips		1,083	56	36	92
	Internal Trips (10%)		109	6	4	10
	Adjusted Trips		974	50	32	82
	Strip Retail Plaza (<40k) Land Use Category (ITE 822)					
	Rates (per 1,000 Sq. Ft. GFA)	2,000	54.45	3.30	3.30	6.59
2	Trips		109	7	7	14
	Internal Trips (10%)		11	1	1	2
	Adjusted Trips		98	6	6	12
Phase 2 Adjusted Project Trips			1,072	56	38	94
Phase 2 Primary Project Trips (20%)			214	11	8	19
Phase 2 Diverted-Link Project Trips (80%)			858	45	30	75

Table A: Proposed Project - Trip Generation - Continued

Land Use		Size	Daily	PM Peak Hour		
				In	Out	Total
Phase 3						
1	***Fast-Food Restaurant with Drive-Through Window Land Use Category (ITE 934)***					
	Rates (per 1,000 Sq. Ft. GFA)	3,600	467.48	17.18	15.85	33.03
	Trips		1,683	62	57	119
	Internal Trips (10%)		169	6	6	12
	Adjusted Trips		1,514	56	51	107
2	***Fast-Food Restaurant with Drive-Through Window Land Use Category (ITE 934)***					
	Rates (per 1,000 Sq. Ft. GFA)	3,000	467.48	17.18	15.85	33.03
	Trips		1,403	52	48	100
	Internal Trips (10%)		141	5	5	10
	Adjusted Trips		1,262	47	43	90
3	***Strip Retail Plaza (<40k) Land Use Category (ITE 822)***					
	Rates (per 1,000 Sq. Ft. GFA)	2,000	54.45	3.30	3.30	6.59
	Trips		109	7	7	14
	Internal Trips (10%)		11	1	1	2
	Adjusted Trips		98	6	6	12
4	***Fast-Food Restaurant with Drive-Through Window Land Use Category (ITE 934)***					
	Rates (per 1,000 Sq. Ft. GFA)	2,800	467.48	17.18	15.85	33.03
	Trips		1,309	49	44	93
	Internal Trips (10%)		131	5	4	9
	Adjusted Project Trips		1,178	44	40	84
Phase 3 Adjusted Trips			4,052	153	140	293
Phase 3 Primary Project Trips (20%)			810	32	28	60
Phase 3 Diverted-Link Project Trips (80%)			3,242	121	112	233
Total						
Total Site Adjusted Project Trips			10,360	400	361	761
Total Primary Project Trips (20%)			2,071	81	72	153
Total Diverted-Link Project Trips (80%)			8,289	319	289	**608**

Source: "Trip Generation, Institute of Transportation Engineers", 11th Edition
In addition to the above uses, the project proposes Electric vehicle charging stations during each phase, 110 in Phase 1, 100 in Phase 2, and 269 during Phase 3. The trip generation of the electric vehicle charging stations are included in the proposed land uses by phase.

C. STUDY INTERSECTIONS

Study intersections for a focused traffic study include three existing intersections, two existing project driveways, and two proposed future driveways for analysis.

1. I-15 Southbound Ramps / Calico Road
2. I-15 Northbound Ramps / Calico Road
3. Calico Road / Calico Boulevard
4. Calico Road / Eddie World Existing Driveway "A"
5. Calico Road / Eddie World Existing Driveway "B"
6. Calico Boulevard / Proposed Project Driveway "C"
7. Calico Boulevard / Proposed Project Driveway "D"

The intersections of I-15 Southbound Ramps at Calico Road, I-15 Northbound Ramps at Calico Road, Calico Road at Calico Boulevard, Calico Road at Eddie World Existing Driveway A, and Calico Road at Eddie World Existing are currently side street stop controlled intersections with Calico Road operating free.

Exhibit C presents the study intersections and project driveways.

D. PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

The distribution of project trips to the surrounding street network is based on assumed origins of the project's employees and customers. The directional distribution patterns (east, west, north, and south) are consistent with area traffic patterns, and the source of the trip (i.e., primary or diverted link) then assigned to the street system based on the type of trip or the most direct route on major streets.

The following exhibits illustrate both the directional distribution (percent direction) and the assignment of project traffic (peak hour trips) to the street system.

Exhibit D-1 presents the primary project trips distribution percentages at each study intersection. **Exhibit D-2** presents the distribution of diverted-link trips at each study intersection. **Exhibit E-1** presents the phase 1 project trips assigned to each study intersection. **Exhibit E-2** presents the phase 1&2 project trips assigned to each study intersection. **Exhibit E-3** presents the total project trips assigned to each study intersection.

E. METHODOLOGY

All study intersections will be analyzed to identify impacts to the county's general plan level of service (LOS) policies. The LOS calculations will be based on the Highway Capacity Manual (HCM6) for non-signalized and signalized intersections as appropriate. The study will be prepared in accordance with the County of San Bernardino Transportation Impact Study Guidelines dated July 9, 2019. The project study area is within the San Bernardino County Desert Zone. As such, the level of service threshold is LOS C.

Trucks will be provided as a percentage of the total turn movement count by movement. The capacity analysis calculations will utilize truck percentages based on existing conditions carried forward to all scenarios.

F. TRAFFIC STUDY SCENARIOS

The following outlines the analysis scenarios proposed for the study:

1. Existing Conditions
    a. Traffic Counts conducted during a weekday PM (4-6 PM) peak period.
2. Background Conditions (Opening Day 2025 without Project)
    a. Growth (assume ambient growth rate of 2% per year)
    b. Planned / Approved Development (**as provided by the County**)
3. Background plus Project Conditions (Opening Day 2025 with Project)
    a. Phase 1 Project traffic added to background condition forecasts.
    b. Phases 1& 2 Project traffic added to background condition forecasts.
    c. Phase 1&2&3 Project traffic added to background condition forecasts.
4. Cumulative Conditions (Horizon Year 2045 without Project)
    a. Forecasts from the San Bernardino Transportation Analysis Model (SBTAM)
5. Cumulative + Project Conditions (Horizon Year 2045 with Project)
    a. Project traffic added to the forecasts developed for future year 2040 baseline conditions

G. VEHICLE MILES OF TRAVEL (VMT) SCREENING

The VMT Screening Analysis completed by Translutions Inc., dated January 3, 2024 and is provided as **Exhibit G** to this Memo. The memorandum of the VMT Screening Assessment for the Proposed Expansion of Eddie World Project reviewed the County's three types of screening.

Based on the County Screening criteria for Projects which serve the local community, the proposed project comprised of local serving retail with buildings under 50,000 square feet is presumed to have a less-than-significant impact and is screened from the VMT analysis requirement under CEQA.

We are pleased to have been of assistance to you in processing and obtaining approval for your project. If you have any questions or comments, please feel free to contact me at 909-912-7304.

Sincerely,

DAVID EVANS AND ASSOCIATES, INC.

James M. Daisa, PE
Senior Transportation Project Manager/Associate

Attachments:

- **Exhibit A: Vicinity Map**
- **Exhibit B: Site Plan**
- **Exhibit C: Study Intersections**
- **Exhibit D1: Primary Project Trip Distribution**
- **Exhibit D-2: Diverted Link Project Trip Distribution**
- **Exhibit E-1: Phase 1 Project Trips**
- **Exhibit E-2: Phase 1&2 Project Trips**
- **Exhibit E-3: Total Combined Project Trips**
- **Exhibit F: San Bernardino County Scope for Traffic Study**
- **Exhibit G: Tesla Supercharger, Yermo – VMT Screening Analysis**

N

NOT TO SCALE

DAVID EVANS AND ASSOCIATES INC.

EXHIBIT A: VICINITY MAP
EDDIE WORLD
YERMO, SAN BERNARDINO COUNTY , CA

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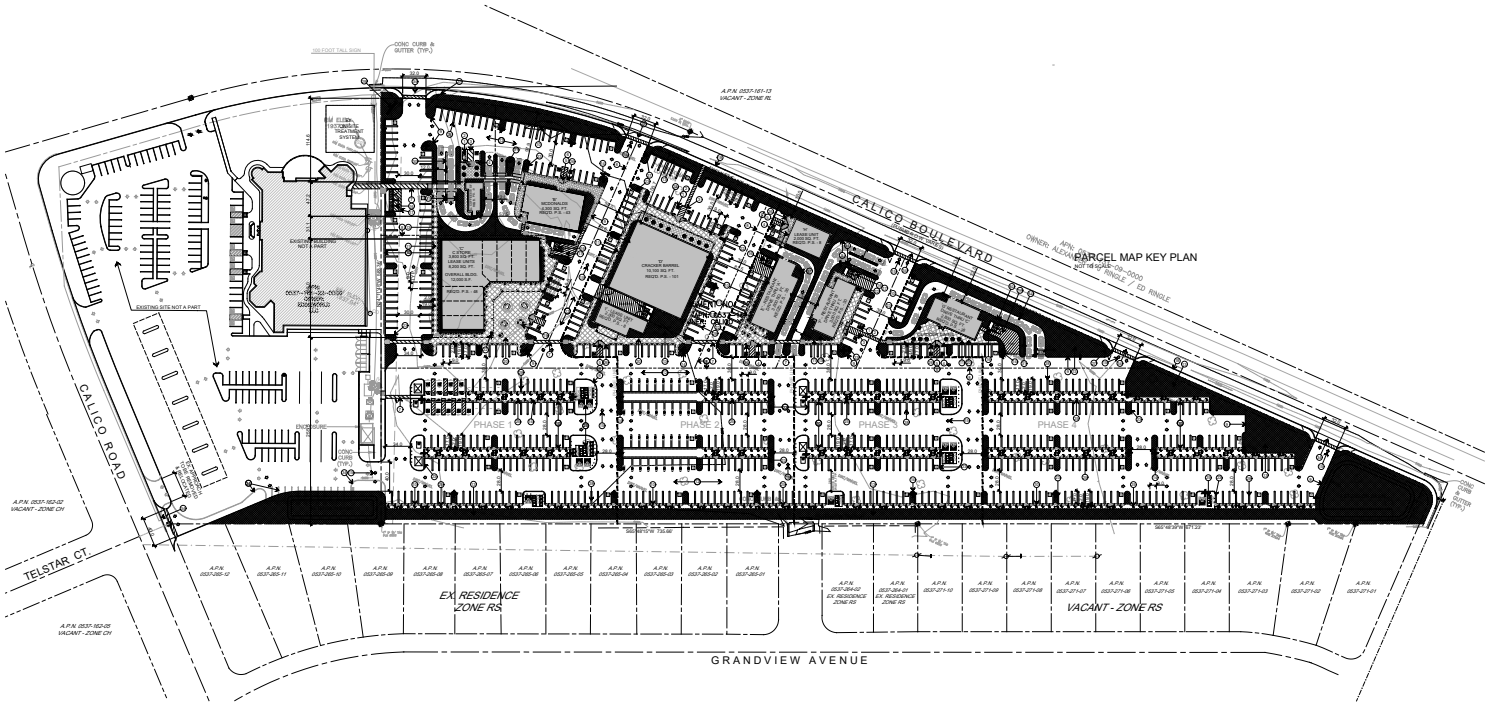

DAVID EVANS AND ASSOCIATES INC.

EXHIBIT B: SITE PLAN
EDDIE WORLD
YERMO, SAN BERNARDINO COUNTY, CA

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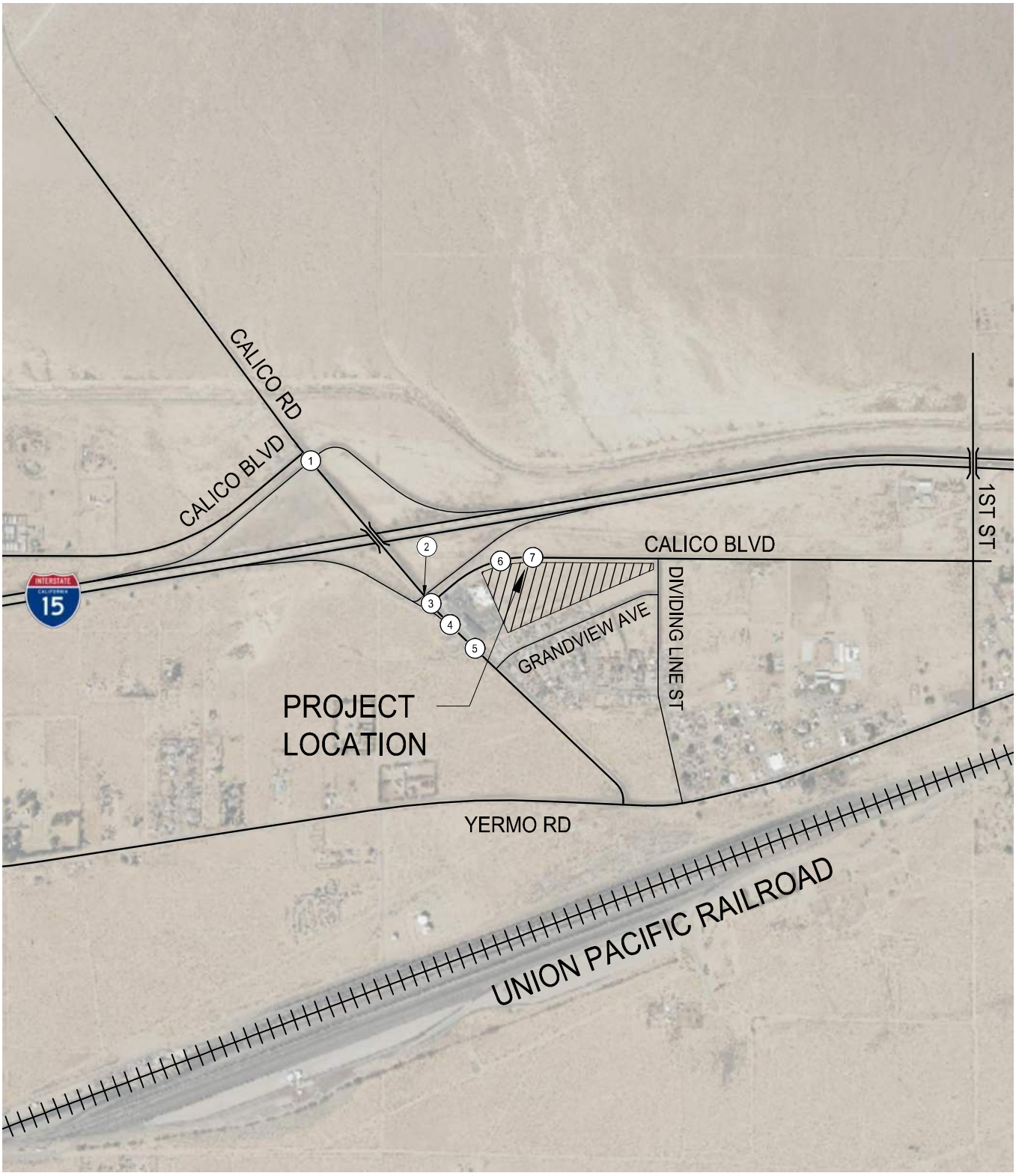
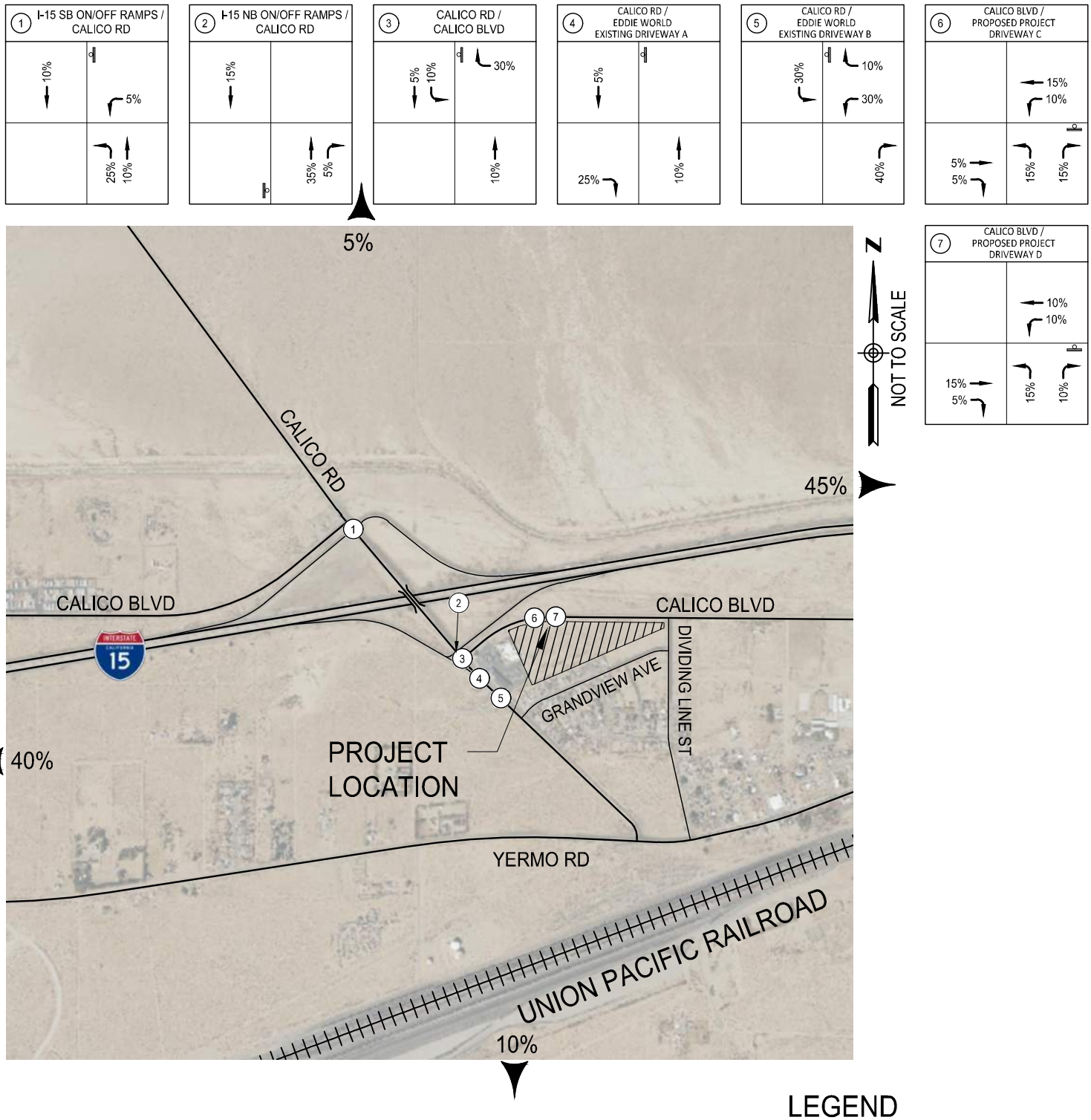


(#) - STUDY INTERSECTIONS

DAVID EVANS AND ASSOCIATES INC.

EXHIBIT C: STUDY INTERSECTIONS
EDDIE WORLD
YERMO, SAN BERNARDINO COUNTY, CA



LEGEND

XX% - GENERAL PROJECT TRIP DISTRIBUTION

XX% - SPECIFIC PROJECT TRIP PERCENTAGE

(#) - STUDY INTERSECTIONS

- STOP CONTROLLED INTERSECTION

DAVID EVANS AND ASSOCIATES INC.

EXHIBIT D-1: PRIMARY TRIP DISTRIBUTION
EDDIE WORLD
YERMO, SAN BERNARDINO COUNTY, CA

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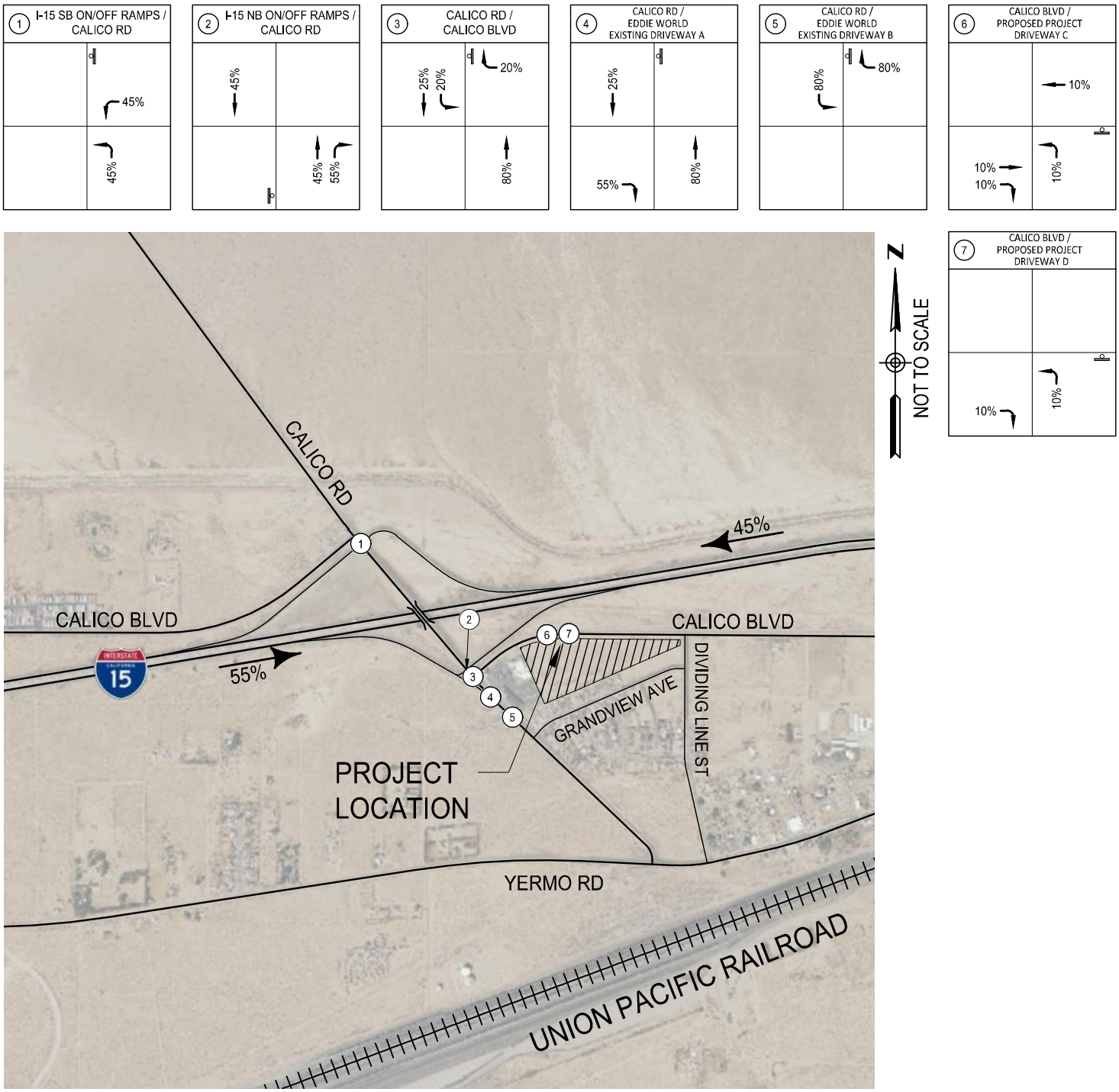

LEGEND

XX% - GENERAL DIVERTED-LINK PROJECT TRIP DISTRIBUTION

XX% - SPECIFIC DIVERTED-LINK PROJECT TRIP PERCENTAGE

(#) - STUDY INTERSECTIONS

- STOP CONTROLLED INTERSECTION

DAVID EVANS AND ASSOCIATES INC.

EXHIBIT D-2: DIVERTED-LINK TRIP DISTRIBUTION
EDDIE WORLD
YERMO, SAN BERNARDINO COUNTY, CA

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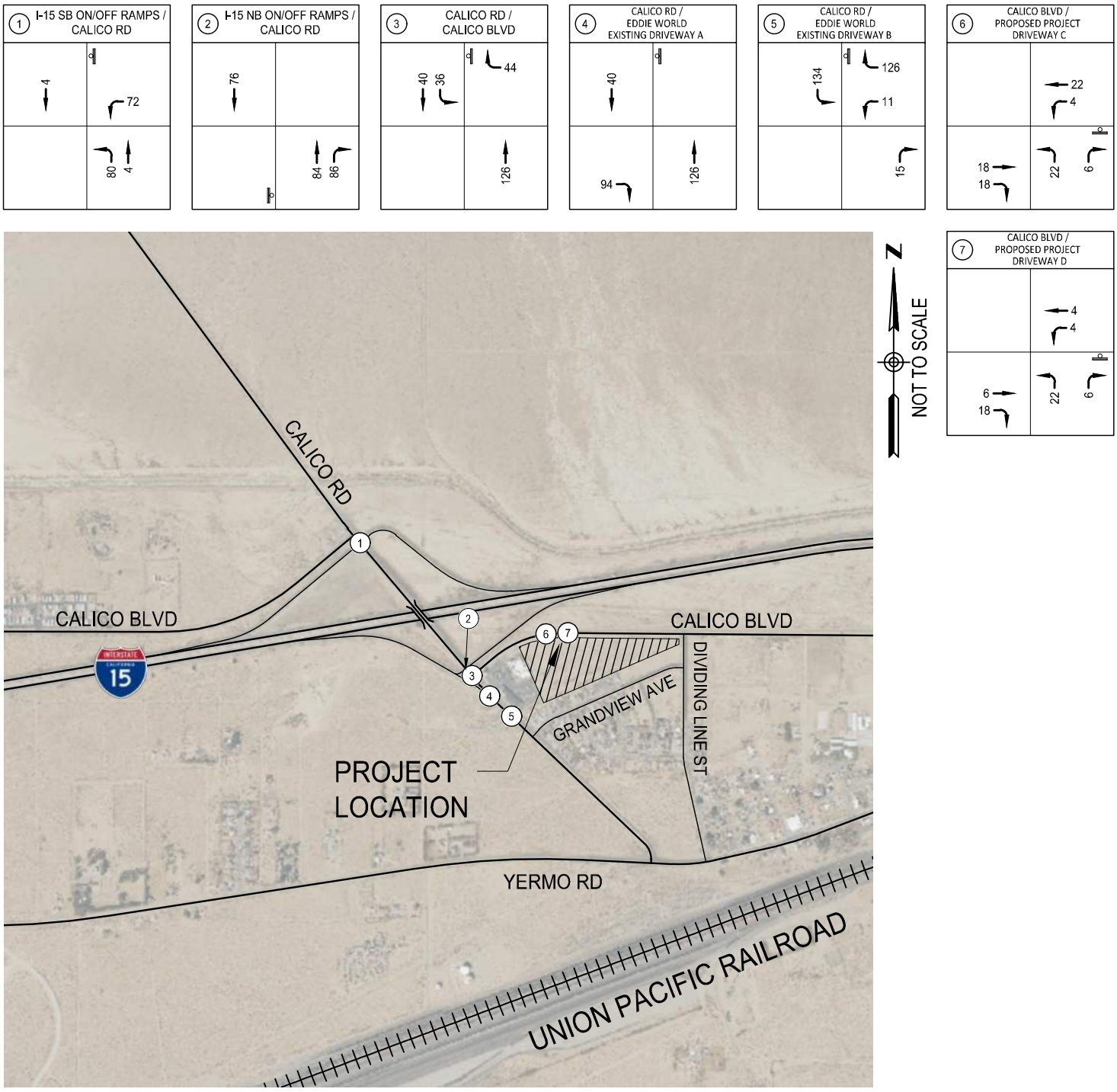

PHASE 1 PROJECT TRIPS

PM PEAK PERIOD - 191 IN / 183 OUT

LEGEND

XX/XX - PM PROJECT TRIPS

(#) - STUDY INTERSECTIONS

- STOP CONTROLLED INTERSECTION

DAVID EVANS AND ASSOCIATES INC.

EXHIBIT E-1: PHASE 1 PROJECT TRIPS
EDDIE WORLD
YERMO, SAN BERNARDINO COUNTY, CA

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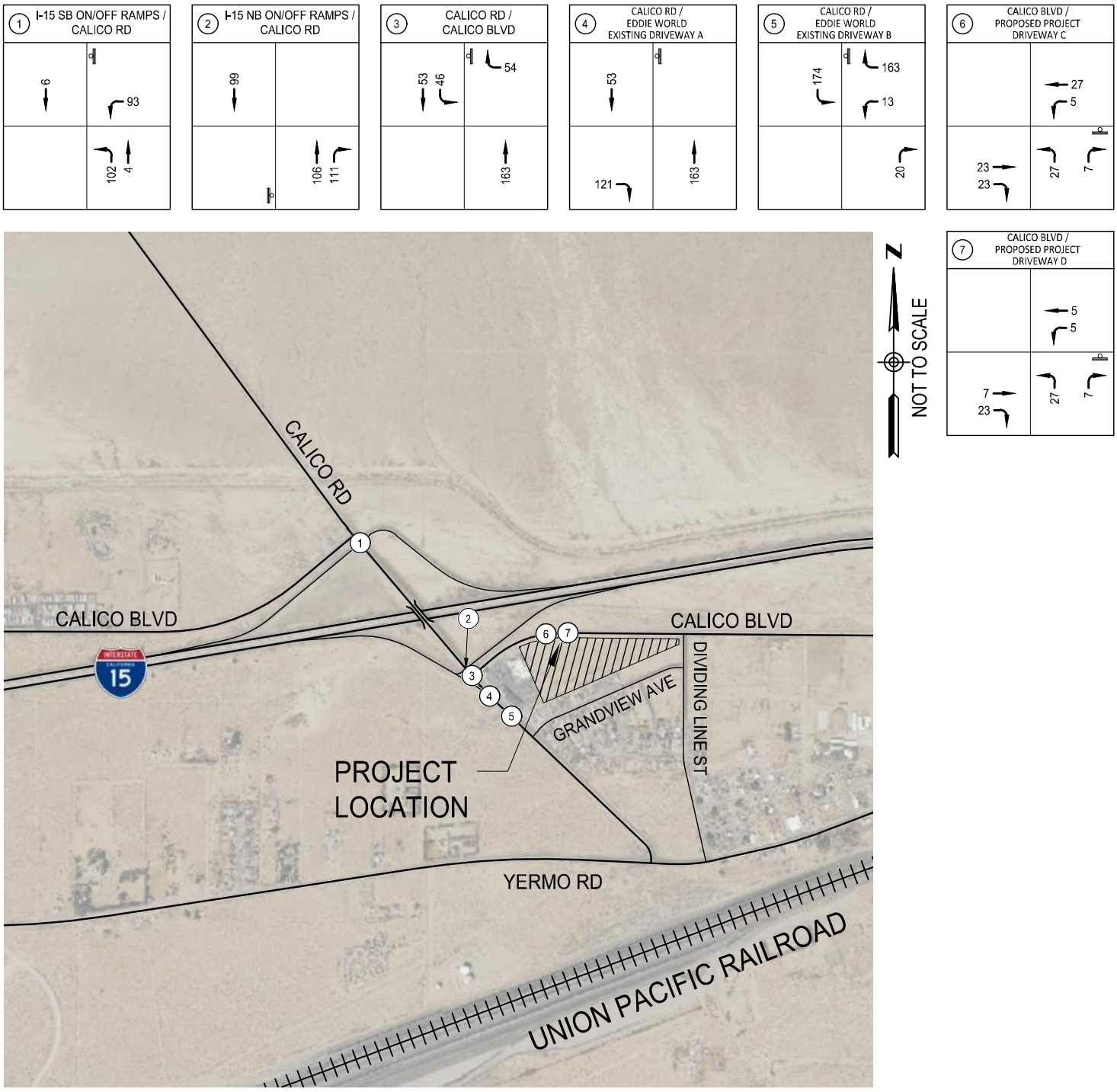

PHASE 1&2 PROJECT TRIPS

PM PEAK PERIOD - 247 IN / 221 OUT

LEGEND

XX/XX - PM PROJECT TRIPS

(#) - STUDY INTERSECTIONS

- STOP CONTROLLED INTERSECTION

DAVID EVANS AND ASSOCIATES INC.

EXHIBIT E-2: PHASE 1&2 PROJECT TRIPS
EDDIE WORLD
YERMO, SAN BERNARDINO COUNTY, CA

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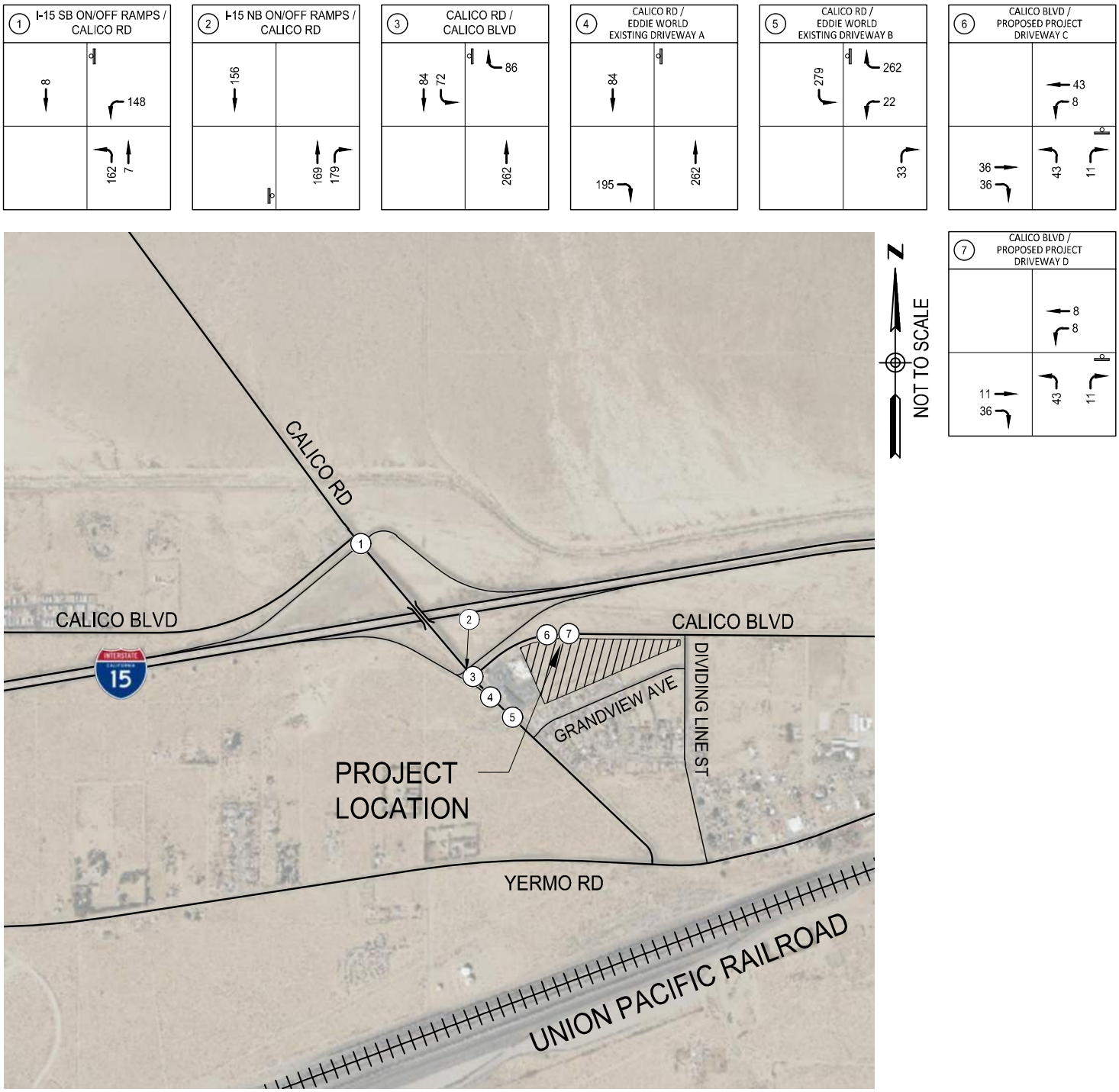

TOTAL PROJECT TRIPS

PM PEAK PERIOD - 400 IN / 361 OUT

LEGEND

XX/XX - PM PROJECT TRIPS

(#) - STUDY INTERSECTIONS

- STOP CONTROLLED INTERSECTION

DAVID EVANS AND ASSOCIATES INC.

EXHIBIT E-3: TOTAL PM PROJECT TRIPS
EDDIE WORLD
YERMO, SAN BERNARDINO COUNTY, CA

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SCOPE FOR TRAFFIC STUDY

Project Name:	Eddie World

This Scope for Traffic Study acknowledges San Bernardino County Department of Public Works, Traffic Division requirements of traffic impact analysis for the project and is subject to change:
Available on the Department of Public Works Website:
http://cms.sbcounty.gov/dpw/Transportation/Traffic.aspx

Project Address/APN	A.P.N 0537-161-19		
Project Description	The proposed project is to expand the existing traveler's stop in three phases to include a Coffee/Donut Shop with Drive-Through Window, fast-food restaurants with a drive-through window, a convenience store, Strip Retail Plaza, High-Turnover (Sit-down) Restaurant, and 479 electric vehicle charging stations.		
City	Unincorporated Yermo, San Bernardino County		
Project Horizon Year		**Project Buildout Year**	2025
Closest Intersection (Xtn) to the Project			
Xtn N/S Street Name	Calico Rd		
Xtn E/W Street Name	Calico Blvd		
County Supervisorial District	1	**Ambient Growth Rate per Year Valley 2%, Desert 1%**	1%

	Traffic Engineer	**Owner/Developer**
Company	David Evans and Associates, Inc	Eddie World LLC
Name	James M. Daisa, PE Senior Project Manager	Alex Ringle
Address	4141 E. Inland Empire Boulevards, Suite 250	36017 Calico Road
City, State, Zip Code	Ontario, CA 91764	Yermo, CA 92398
Phone #	909.912.7304	818.521.3855
Email address	jim.daisa@deainc.com	vsealex@yahoo.com

Prepared By:

Print Name: James M. Daisa, PE — 1/18/2024

Owner/Engineer — **Date**

SCOPE FOR TRAFFIC STUDY

Project Name:	Eddie World

1. Traffic Distribution: Please insert or attach Figure(s) illustrating project trip distribution in percentages and volumes at the study intersections analyzed.

2. Trip Credit: Exact amount of credit subject to approval by Traffic Division.

Transportation Demand Management (TDM)	Yes/(no)	
Existing Active Land Use	Yes/(no)	
Previous Land Use	Yes/(no)	
Internal Trip Reduction	(Yes)/no	10%
Pass-by Trip	Yes/(no)	
Diverted-Link Trip	(Yes)/no	80%

3. Related Projects: Consultant should check with Planning in the San Bernardino County Department of Land Use Services and planning departments of adjoining Cities. Documentation of the consultation from these agencies shall be included in the traffic study. Related projects list shall be submitted to Traffic Division for our review and approval before being incorporated in the study.

4. Freeway Analysis: The potential traffic impact on the following Freeway(s) must be considered.

The applicant shall consult with the State of California Department of Transportation (Caltrans) to determine the California Environmental Quality Act levels of significance with regard to traffic impacts on Caltrans' freeway facilities. This consultation shall also include a determination of Caltrans requirements for the study of traffic impacts to its facilities and the mitigation of any such impacts. This analysis must follow the most current Caltrans' Vehicle Miles Traveled-Focused Transportation Impact Study Guide (May 2020) and can be obtained from https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-05-20-approved-vmt-focused-tisg-a11y.pdf. If Caltrans finds that the project has a significant impact on the freeway, Caltrans shall be requested to include the basis for this finding in their response. If fees are proposed to mitigate the freeway impact, Caltrans shall be requested to identify the specific project to which the fees will apply. These written comments from Caltrans shall be included with the traffic study and submitted to Public Works for review and approval. If a documented good faith effort is made to consult with Caltrans and written comments cannot be obtained from within a reasonable amount of time, an analysis of the freeway impact shall be made using HCM procedures.
Appendix A of the San Bernardino County Transportation Authority CMP outlines allowable modifications to these procedures. The San Bernardino County Transportation Authority CMP can be viewed online at: https://www.gosbcta.com/planning-sustainability/?term=249

SCOPE FOR TRAFFIC STUDY

Project Name:	Eddie World

5. Trip Generation

Trip Generation Rate(s) Source: ITE Trip Generation		**I – Institute of Transportation Engineers; S – San Diego Traffic Generators; C – County; O – Other:**				**Edition:**		11th			
Land Use Code	**Land Use**	**Rate Based on**	**Qty**	***AVTE vs**	**ADT**	Weekday a.m. peak		Weekday p.m. peak		Weekend peak hour	
						In	Out	In	Out	In	Out
Phase 1											
ITE 937	Coffee/Donut Shop with Drive-Through Window	Peak Hour of Adjacent Street Traffic	870	Per 1,000 Sq. Ft. GLA	465			17	17		
				Internal Trips	47			2	2		
				Adjusted Sub-Total Trips	418			15	15		
ITE 934	Fast-Food Restaurant with Drive-Through Window	Peak Hour of Adjacent Street Traffic	4,300	Per 1,000 Sq. Ft. GLA	2,011			74	68		
				Internal Trips	202			7	7		
				Adjusted Sub-Total Trips	1,809			67	61		
ITE 851	Convenience Store	Peak Hour of Adjacent Street Traffic	3,800	Per 1,000 Sq. Ft. GLA	2,897			95	92		
				Internal Trips	290			10	9		
				Adjusted Sub-Total Trips	2,607			85	83		
ITE 822	Strip Retail Plaza (<40k)	Peak Hour of Adjacent Street Traffic	8,200	Per 1,000 Sq. Ft. GLA	447			27	27		
				Internal Trips	45			3	3		
				Adjusted Sub-Total Trips	402			24	24		
				Phase 1 Adjusted Project Trips	5,236			191	183		
				Phase 1 Primary Project Trips (20%)	1,047			38	36		
				Phase 1 Diverted-Link Project Trips (80%)	4,189			153	147		

SCOPE FOR TRAFFIC STUDY

Project Name:	Eddie World

Trip Generation - Continued

Land Use Code	Land Use	Rate Based on	Qty	*AVTE vs	ADT	Weekday a.m. peak		Weekday p.m. peak		Weekend peak hour	
						In	Out	In	Out	In	Out
Phase 2											
ITE 932	High-Turnover (Sit-down) Restaurant	Peak Hour of Adjacent Street Traffic	10,100	Per 1,000 Sq. Ft. GLA	1,083			56	36		
				Internal Trips	109			6	4		
				Adjusted Sub-Total Trips	974			50	32		
ITE 822	Strip Retail Plaza (<40k)	Peak Hour of Adjacent Street Traffic	2,000	Per 1,000 Sq. Ft. GLA	109			7	7		
				Internal Trips	11			1	1		
				Adjusted Sub-Total Trips	98			6	6		
				Phase 2 Adjusted Project Trips	1,072			56	38		
				Phase 2 Primary Project Trips (20%)	214			11	8		
				Phase 2 Diverted-Link Project Trips (80%)	858			45	30		
Phase 3											
ITE 934	Fast-Food Restaurant with Drive-Through Window	Peak Hour of Adjacent Street Traffic	3,600	Per 1,000 Sq. Ft. GLA	1,683			62	57		
				Internal Trips	169			6	6		
				Adjusted Sub-Total Trips	1,514			56	51		
ITE 934	Fast-Food Restaurant with Drive-Through Window	Peak Hour of Adjacent Street Traffic	3,000	Per 1,000 Sq. Ft. GLA	1,403			52	48		
				Internal Trips	141			5	5		
				Adjusted Sub-Total Trips	1,262			47	43		
ITE 822	Strip Retail Plaza (<40k)	Peak Hour of Adjacent Street Traffic	2,000	Per 1,000 Sq. Ft. GLA	109			7	7		
				Internal Trips	11			1	1		
				Adjusted Sub-Total Trips	98			6	6		
ITE 934	Fast-Food Restaurant with Drive-Through Window	Peak Hour of Adjacent Street Traffic	2,800	Per 1,000 Sq. Ft. GLA	1,309			49	44		
				Internal Trips	131			5	4		
				Adjusted Sub-Total Trips	1,178			44	40		

SCOPE FOR TRAFFIC STUDY

Project Name:	Eddie World

Trip Generation - Continued

Land Use Code	**Land Use**	**Rate Based on**	**Qty**	***AVTE vs**	**ADT**	Weekday a.m. peak		Weekday p.m. peak		Weekend peak hour	
						In	Out	In	Out	In	Out
				Phase 3 Adjusted Sub-Total Trips	4,052			153	140		
				Phase 3 Primary Project Trips (20%)	810			32	28		
				Phase 3 Diverted-Link Project Trips (80%)	3,242			121	112		
All Site Total											
				Total Site Adjusted Project Trips	10,360			**400**	**361**		
				Total Primary Project Trips (20%)	2,071			**81**	**72**		
				Total Diverted-Link Project Trips (80%)	8,289			**319**	**289**		

* - Average Vehicle Trip Ends.
For ITE Land Uses provide number and name of Land Use. e.g. LU 814 - Variety Store

SCOPE FOR TRAFFIC STUDY

Project Name:	Eddie World

6. Study Intersections: At minimum, the study shall include the following intersections. The list is subject to change after related projects, trip generation and distribution are determined. Consultant should check with adjoining Cities regarding their requirements in addition to the following County/City intersections. Documentation of the consultation from these agencies shall be included in the trafficstudy.

Xtn #	% County	% City	N-S/E-W Street Name	City	Signalized	CMP
1	50%		I-15 Southbound Ramps / Calico Road	San Bernardino County / Caltrans	Yes/no	Yes/no
2	50%		I-15 Northbound Ramps / Calico Road	San Bernardino County / Caltrans	Yes/no	Yes/no
3	100%		Calico Road / Calico Boulevard	San Bernardino County	Yes/no	Yes/no
4	100%		Calico Road / Project Driveway "A"	San Bernardino County	Yes/no	Yes/no
5	100%		Calico Road / Project Driveway "B"	San Bernardino County	Yes/no	Yes/no
6	100%		Calico Boulevard / Project Driveway "C"	San Bernardino County	Yes/no	Yes/no
7	100%		Calico Boulevard / Project Driveway "D"	San Bernardino County	Yes/no	Yes/no
8					Yes/no	Yes/no
9					Yes/no	Yes/no
10					Yes/no	Yes/no

Cities/agencies to be consulted: _____

SCOPE FOR TRAFFIC STUDY

Project Name:	Eddie World

7. Other:

Traffic counts may be conducted immediately per the following:
• Must be taken on Tuesdays, Wednesdays or Thursdays. • Certain projects may need to collect traffic counts on Friday or Sunday
• Must exclude holidays, and the first weekdays before and after the holiday.
• Must be taken on days when local schools or colleges are in session.
• Must be taken on days of good weather, and avoid atypical conditions (e.g., road construction, detours, or major traffic incidents).
• Traffic counts used for other traffic studies in the area shall **NOT** be reused again, unless 25% of the counts conducted for that particular traffic study are validated with new counts. The difference in volumes between the old and new counts at each corresponding movement should not be more than 10%.
• New traffic counts shall be checked to ensure the difference in volumes at corresponding approaches, if applicable, between two adjacent intersections is no more than 10% unless the difference can be justified.
• For all proposed mitigation measures, a conceptual plan for the improvements shall be submitted to our Traffic Studies section for review and approval prior to the approval of the Traffic Impact Analysis. All proposed improvements shall be within the right-of-way.
• For all cumulative mitigation measures, a cost estimate for the improvement shall be submitted.
• Raw traffic counts data must be included with traffic analysis study
• Traffic Counts must not be older than 2018

This analysis must follow the most current Traffic Impact Study Guidelines for the County as stated in the County's Road Planning and Design Standards.

8. Fees

The County charges on an actual cost basis for review of traffic studies. An initial deposit of $3400 is required at the time that a land use application is filed with the Department of Land Use Services If the review costs exceed the initial deposit, the applicant will be expected to provide additional funds and the review will be suspended until the additional funds are deposited.

9. Contact Information:

Please submit a signed copy of this scope for approval by the Traffic Division. Draft scopes may be sent electronically. Final scope with signature should be submitted in person or by US Mail to:

County of San Bernardino
Dept. of Public Works, Traffic Division
825 E. 3rd Street, Rm 115
San Bernardino, CA 92415-0835

Phone: 909-387-8186
Fax: 909-387-7809
Email: Maria.Miranda@dpw.sbcounty.gov or Jeremy.Johnson@dpw.sbcounty.gov

translutions, inc.
17632 Irvine Boulevard, Suite 200,
Tustin, California 92780
Phone (949)656-3131 Fax (949)445-3131
solutions@translutions.com

January 17, 2024

Lindsay Leon, Project Planner
Elevated Entitlements
280 Thousand Oaks Blvd. #H
Thousand Oaks, California 91360

Subject: Tesla Supercharger, Yermo – VMT Screening Analysis

Dear Lindsay,

Translutions, Inc. (Translutions) is pleased to provide this letter discussing the VMT screening analysis for the proposed Tesla Supercharger to be located at 36017 Calico Road in the Yermo area of unincorporated San Bernardino County. The project proposes 40,670 square feet of retail uses and 492 Tesla charging stations.

VMT SCREENING ANALYSIS

Senate Bill (SB) 743 – On September 27, 2013, California Governor Jerry Brown signed SB 743 into law and started a process to fundamentally change transportation impact analysis conducted as part of California Environmental Quality Act (CEQA) compliance. The Governor's Office of Planning and Research (OPR) issued proposed updates to the CEQA guidelines in support of these goals in November 20171 and a supporting technical advisory in December 20182. The updates establish vehicle miles traveled (VMT) as the primary metric for evaluating a project's environmental impacts on the transportation system. The changes to CEQA guidelines Section 15064.3 to implement SB 743 were certified by the State in December of 2018. The County of San Bernardino adopted the *County of San Bernardino Traffic Impact Analysis Guidelines* in July 2019 which provides methodologies and screening thresholds to evaluate projects under VMT. The adopted *County of San Bernardino Traffic Impact Analysis Guidelines* also provides screening thresholds to screen projects out of project level assessments. The County provides three types of screening:

1. **Projects which serve the local community and have the potential to reduce VMT should not be required to complete a VMT assessment. These projects are noted below:**
   - **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 proposed project includes less than 50,000 square feet of retail uses, which screens out the retail portion of the project from a VMT analysis. Further, the County exempts gas stations from VMT analysis and it is expected that electric vehicle charging stations, which reduce greenhouse gas emissions, will be exempt from a VMT assessment.

2. **Projects generating less than 110 daily vehicle trips[1]. This generally corresponds to the following "typical" development potentials:**
   - **11 single family housing units**

[1] 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).) Typical project types for which trip generation increases relatively linearly with building footprint (i.e., general office building, single tenant office building, office park, and business park) generate or attract an additional 110-124 trips per 10,000 square feet. Therefore, absent substantial evidence otherwise, it is reasonable to conclude that the addition of 110 or fewer trips could be considered not to lead to a significant impact.

- **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**

The retail portion of the project, by itself, is expected to generate more than 110 daily trips. Therefore, this metric does not apply.

3. **Projects located within a Transit Priority Area (TPA) as determined by the most recent SCAG RTP/SCS (map of HQTAs can be reviewed on SCAG's website currently located here and will further be refined through SBCTA's efforts: http://gisdata.scag.ca.gov/Pages/GISStaticMaps.aspx but should be verified by the analyst.**

   The project is not located within a TPA. Attachment B shows the results of the TPA Screening.

4. **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)**

   The proposed project is not located within a low VMT area, and this threshold does not apply. Attachment B shows the results of the low VMT Area Screening.

Based on the above, the proposed project screens out of a VMT analysis.

We hope you will find the above information helpful.

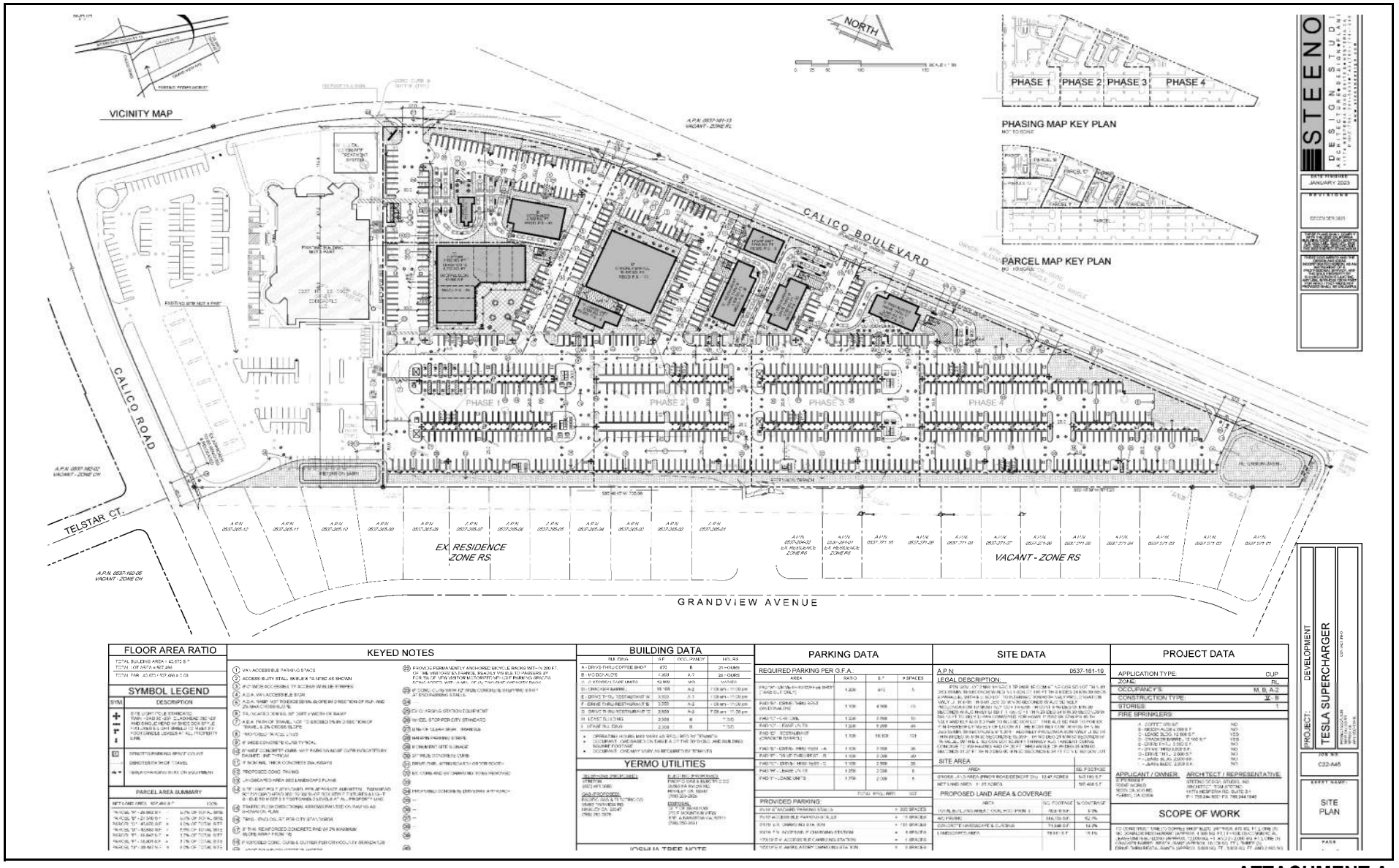
Sincerely,

translutions, Inc.

Sandipan Bhattacharjee, P.E., T.E., AICP, ENV SP
Principal

Attachments:

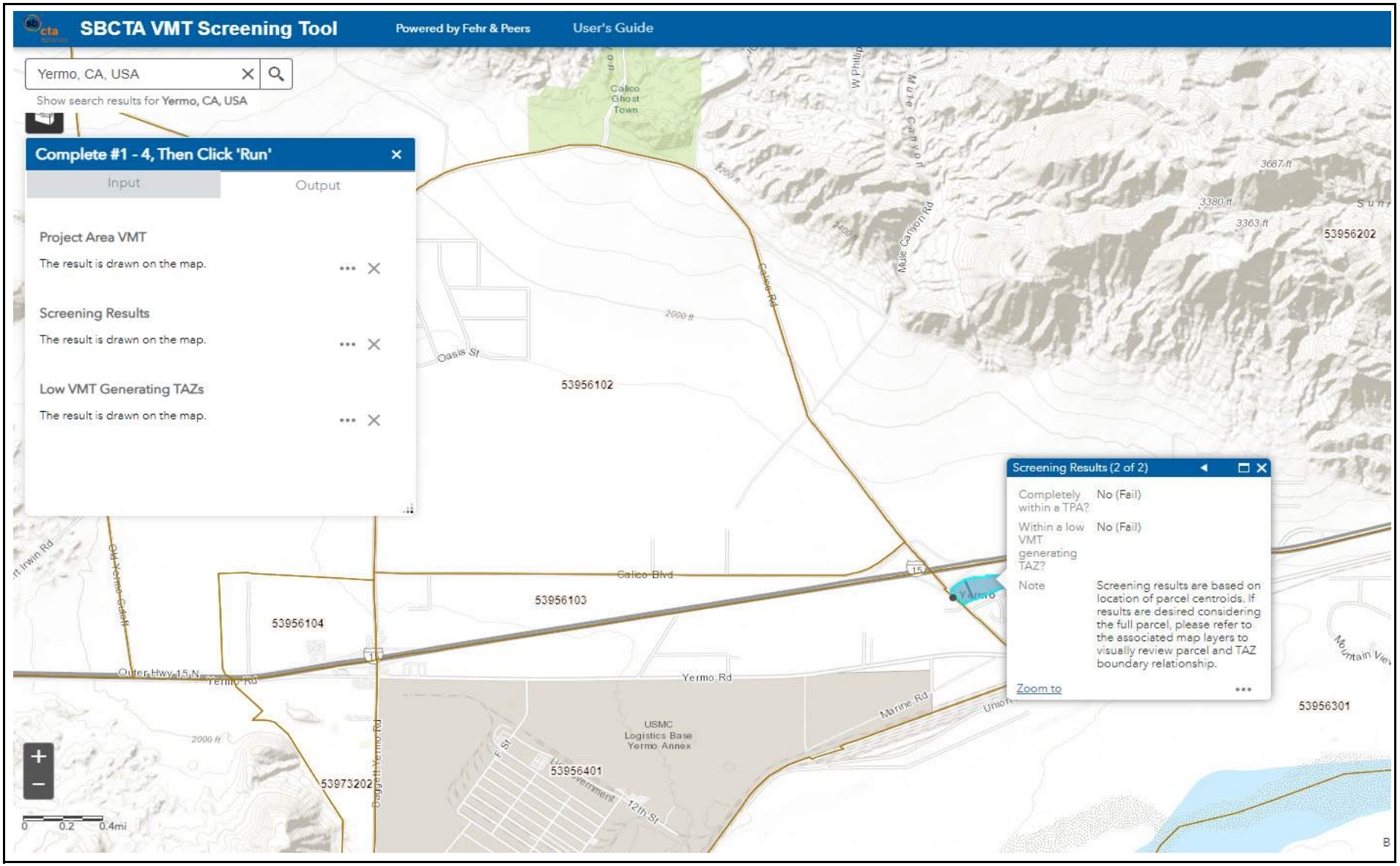
- Attachment A – Site Plan
- Attachment B – VMT Screening Map



ATTACHMENT A

Yermo Tesla Supercharger
Site Plan

translutions
the transportation solutions company...



ATTACHMENT B

Yermo Tesla Supercharger
VMT Screening Map

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