



July 8, 2022

Ms. Terri Miller
MILLERS LANDING AT THE LAKE, INC.
27242 Mira Flores
Mission Viejo, California 92692

RE: Miller's Landing at the Lake Transportation Study Screening Analysis
Project No. 19533

Dear Ms. Miller:

Ganddini Group, Inc. is pleased to provide this transportation study screening analysis for the proposed Miller's Landing at the Lake Project in the Lake Arrowhead community of unincorporated County of San Bernardino. We trust the findings of this analysis will aid the County of San Bernardino in assessing whether preparation of a transportation study will be required for the proposed project.

PROJECT DESCRIPTION

The 0.92-acre project site is located at 179, 185, and 199 South State Highway 173 in the Lake Arrowhead community of unincorporated County of San Bernardino, California. The project site is currently developed with nursery and retail uses. The project location map is shown on Figure 1.

The proposed project involves a conditional use permit to allow use of the property as a wedding/events venue, including conversion of two existing retail buildings totaling 2,377 square feet into bride and groom cabins, and conversion of an existing 2,160 square foot barn into a banquet/reception hall with seating for approximately 90 people. The project proposes vehicular access to South State Highway 173 via three driveways. The proposed site plan is illustrated on Figure 2.

Nearly all wedding and events are expected to occur on Fridays, Saturdays, and Sundays, though weekday events are not prohibited. For purposes of this analysis, the trip generation calculated also applies to weekday events and is the maximum expected trip generation to occur. The project applicant estimates a total of 54 events throughout the year, or approximately 2 events per week on average, based on the following breakdown:

- January – April: Very slow due to weather. Estimated 2 events total.
- May – October: Expected busy season. Estimated 48 events total (2 per week on average).
- November – December: Very slow due to holidays/weather. Estimated 4 events total.

The event hours vary by customer, with most events projected to be from 4:00 PM to 11:00 PM. Music will be shut down at 10:00 PM with the following hour being used for cleanup.

PROJECT TRIP GENERATION

Table 1 shows trip generation estimate for the proposed project based on operational information provided by the project applicant for typical wedding/events venue operations. As shown in Table 1, the proposed project is forecast to generate approximately 126 daily trips, including 6 trips during the AM peak hour and 32 trips during the PM peak hour.

The total project trip generation on a typical wedding/event day is expected to be comprised of the following:

- **Employee Trips:** There will be four employees for the venue. To provide for a conservative analysis, it is assumed that all employees arrive during the AM peak hour in separate vehicles and depart at closing. The daily trip generation accounts for all employees leaving and returning to the project site for a lunch break.
- **Contract Services:** The proposed development will contract out services such as catering, bar service, flowers, DJ'ing, busing, and cleaning services. Contract services will generally arrive during the day for setup most likely in vans or sport utility vehicles. This analysis assumes up to 10 contractor vehicles for a typical event. It is anticipated that all vehicles will arrive prior to the PM peak hour and depart after the PM peak hour. To provide for a conservative analysis, 2 of the 10 vehicles have been allocated to arrive during the AM peak hour, with 2 other vehicles arriving and departing during the PM peak hour.
- **Guests/Attendees:** A vehicle occupancy of 2.0 persons per vehicle has been assumed for up to 90 attendees, equating to 45 vehicles entering and 45 vehicles exiting the venue throughout the course of the day. Most attendees are expected to arrive after the AM peak hour and prior to the PM peak hour since the events are generally scheduled to start at 4:00 PM. To provide for a conservative analysis, 50% of all attendees have been allocated to arrive during the PM peak hour, with 10% of all attendees leaving during the PM peak hour.

CRITERIA FOR THE PREPARATION OF TRAFFIC IMPACT ANALYSES

According to the County of San Bernardino *Transportation Impact Study Guidelines* (July 2019) ["the County VMT Guidelines"], certain types of projects, because of their size, nature, or location, are exempt from the requirement of preparing a traffic impact analysis.

Level of Service (LOS) Analysis

As specified in the County of San Bernardino *Transportation Impact Study Guidelines*, (July 2019) ["the County Guidelines"], the requirement to prepare a transportation impact study with Level of Service analysis should be based on one or more of the following criteria:

- If a project generates more than 100 or more trips without consideration of pass-by trip reductions during any peak hour.
- If a project is located within 300 feet of 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 100 peak hour trips. The intersection of South State Highway 173 (classified as a Mountain Major Highway) and Hoop Creek Road (classified as a Mountain Secondary Highway) is located within 300 feet of the project site. Although the project site is located within 300 feet of intersection of two streets designated as Collector or higher on the County's General Plan circulation system, the project does not propose any changes to existing site access near the intersection and the project's trip contribution at the intersection would be minimal (less than 50 peak hour trips). Assuming the project shall construct all on-site and off-site improvements (if any) in accordance with County design standards, the project would not create any new safety or operational concerns. Therefore, the proposed project does not appear to warrant preparation of a transportation impact study based on the County-established screening criteria for Level of Service analysis.

Although the proposed project does not appear to warrant preparation of a transportation impact study based on the County-established screening criteria for Level of Service analysis, the County scoping agreement form has been completed and included in Attachment A for County review and approval.

Vehicle Miles Traveled (VMT) Analysis

The VMT screening assessment has been prepared in accordance with the County 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"]. The County 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. They are as follows:

- Projects consisting of local servicing land use
 - Local-serving retail less than 50,000 square feet
 - Local-serving K-12 schools
 - Local parks
 - Day care centers
 - Student housing projects
 - Local serving community colleges
- Trip Screening
 - Existing facilities
 - Redevelopment with less than 10,000 square feet increase
 - Projects with less than 110 daily vehicle trips (ADT)
 - 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
 - 65,000 square feet of warehousing
 - 79,000 square feet of high-cube transload and short-term storage warehouse
 - 12 hotel rooms
- Projects located within a Transit Priority Area (TPA) as determined by the most recent Southern California Council of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (i.e., projects within one-half mile of major transit stop or high-quality transit corridor)

Ms. Terri Miller
MILLERS LANDING AT THE LAKE, INC.
July 8, 2022

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

Local Servicing Land Use Screening

The proposed project does not include any uses defined as local servicing in the County guidelines; therefore, this screening criteria does not apply.

Trip Screening

The proposed project is an existing facility and is not proposing any new construction. Therefore, the proposed project satisfies the County-established VMT screening criteria for existing facilities and redevelopment with less than 10,000 square feet increase and the project may be presumed to result in a less than significant VMT impact.

TPA Screening

The project is not located within a TPA; therefore, this screening criteria does not apply.

Low VMT Area Screening

The County's (SBCTA) VMT Screening Tool can generally be used for providing a preliminary evaluation of VMT impacts for residential and employment-based projects. As the proposed project consists of a special events venue, low VMT area screening cannot be readily evaluated.

CONCLUSIONS

The proposed project is forecast to generate approximately 126 daily trips, including 6 trips during the AM peak hour and 32 trips during the PM peak hour.

The proposed project does not appear to warrant preparation of a transportation impact study based on the County-established screening criteria for Level of Service analysis.

The proposed project satisfies the County-established VMT screening criteria for existing facilities and redevelopment with less than 10,000 square feet increase and the project may be presumed to result in a less than significant VMT impact.

We appreciate the opportunity to assist you on this project. Should you have any questions or if we can be of further assistance, please do not hesitate to call at (714) 795-3100 x 104.

Sincerely,
GANDDINI GROUP, INC.
Bryan Crawford, Senior Transportation Planner
Giancarlo Ganddini, TE, PTP, Principal



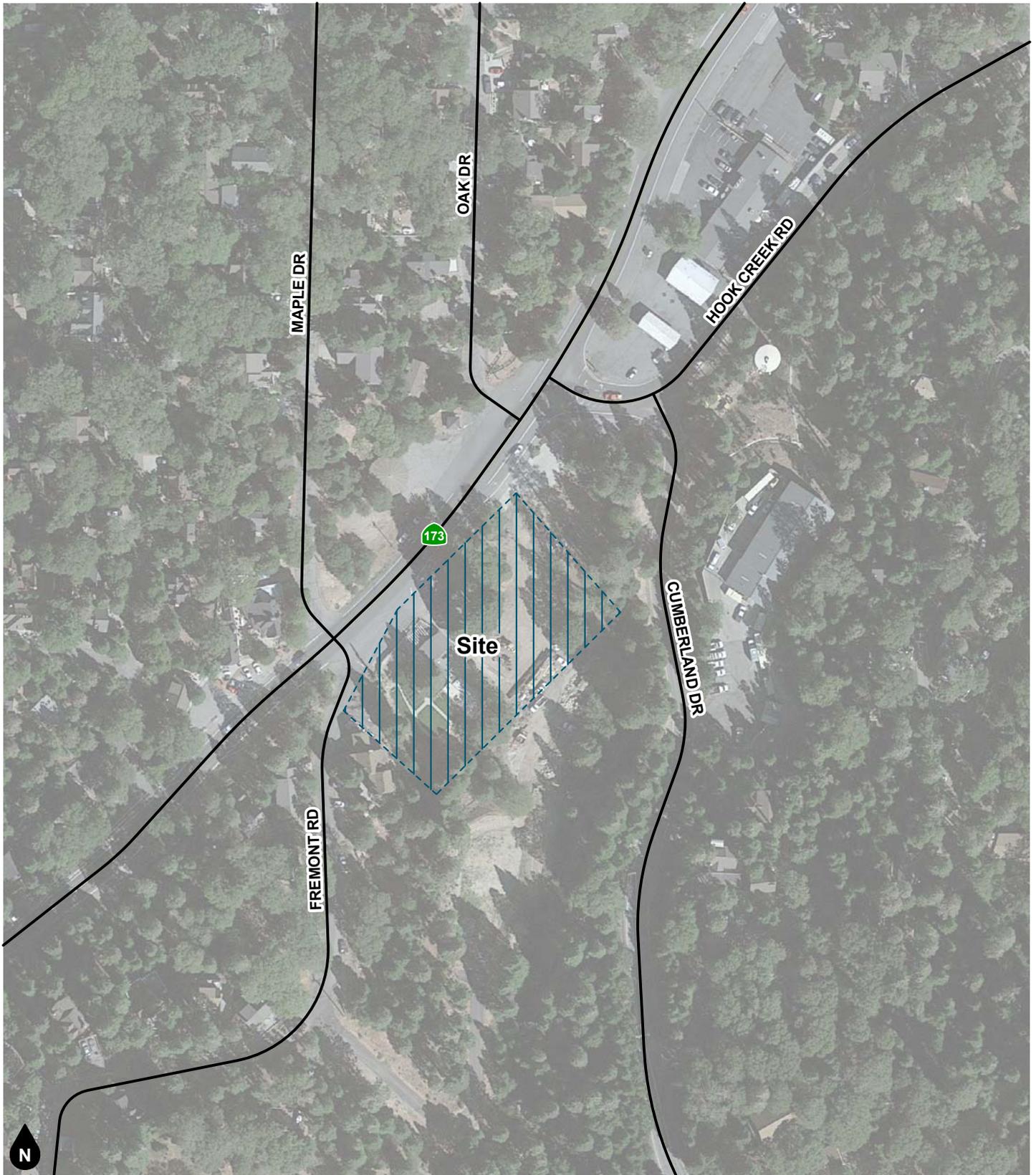


Figure 1
Project Location Map

**Table 1
Project Trip Generation**

Land Use	Trips Generated								
	Quantity	Units ¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Employees ²	4	EMP	4	0	4	0	0	0	16
Contractors ³	10	CON	2	0	2	2	2	4	20
Attendees ⁴	90	ATT	0	0	0	23	5	28	90
Total			6	0	6	25	7	32	126

Notes:

1) EMP = Employees; CON = Contractors; ATT = Attendees

2) There will be four employees for the venue. To provide for a conservative analysis, it is assumed that all employees arrive during the AM peak hour in separate vehicles and depart at closing. The daily trip generation accounts for all employees leaving and returning to the project site for a lunch break.

3) The proposed development will contract out services such as catering, bar service, flowers, DJ'ing, busing, and cleaning services. Contract services will generally arrive during the day for setup most likely in vans or sport utility vehicles. This analysis assumes up to 10 contractor vehicles for a typical event. It is anticipated that all vehicles will arrive prior to the PM peak hour and depart after the PM peak hour. To provide for a conservative analysis, 2 of the 10 vehicles have been allocated to arrive during the AM peak hour, with 2 other vehicles arriving and departing during the PM peak hour.

4) A vehicle occupancy of 2.0 persons per vehicle has been assumed for up to 90 attendees, equating to 45 vehicles entering and 45 vehicles exiting the venue throughout the course of the day. Most attendees are expected to arrive after the AM peak hour and prior to the PM peak hour since the events are generally scheduled to start at 4:00 PM. To provide for a conservative analysis, 50% of all attendees have been allocated to arrive during the PM peak hour, with 10% of all attendees leaving during the PM peak hour.

ATTACHMENT A
SCOPING AGREEMENT



SCOPE FOR TRAFFIC STUDY

Project Name:	Miller's Landing at the Lake
----------------------	------------------------------

Scoping Agreement 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:

Project Address:	179, 185, and 199 South State Highway 173		
Project Description:	Wedding/Events Venue with 90-person capacity		
City:	Unincorporated Lake Arrowhead area		
Project Buildout Year:	2021	Ambient Growth Rate per Year:	2%
Closest Intersection (Xtn) to the Project			
Xtn N/S Street Name:	South State Highway 173		
Xtn E/W Street Name:	Hook Creek Road		
Thomas Guide Pg+Grid:	--	County Supervisorial District:	3

	Engineer	Developer
Company:	GANDDINI GROUP, INC.	MILLERS LANDING AT THE LAKE, INC.
Name:	Bryan Crawford	Terri Miller
Address:	555 Parkcenter Drive, Suite 225	27242 Mira Flores
City, State, Zip Code:	Santa Ana, CA 92705	Mission Viejo, CA 92692
Phone #:	714-795-3100	909-560-9006
CELL:		
Email:	bryan@ganddini.com	millertime9664@icloud.com

By: _____

Print Name: Bryan Crawford **Date:** 06/24/2022

Consultant/Developer's Representative **Date**

Reviewed By: _____

Print Name: _____
Traffic Division Representative **Date**



SCOPE FOR TRAFFIC STUDY

Project Name:	Miller's Landing at the Lake
----------------------	------------------------------

- Traffic Distribution:** Please insert or attach Figure(s) illustrating project trip distribution in percentages and volumes at the study intersections analyzed. **n/a; no further analysis necessary per screening assessment**
- Trip Credit:** Exact amount of credit subject to approval by Traffic Division.

Transportation Demand Management (TDM)	Yes/no	NO
Existing Active Land Use	Yes/no	NO
Previous Land Use	Yes/no	NO
Internal Trip Reduction	Yes/no	NO
Pass-by Trip Reduction	Yes/no	NO

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.

Not Applicable

No further analysis necessary per screening assessment.

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' Guide for the Preparation of Traffic Impact Studies (December 2002) and can be obtained from <http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tiguide.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 SANBAG CMP outlines allowable modifications to these procedures. The SANBAG CMP can be viewed online at: http://www.sanbag.ca.gov/planning/subr_congestion.html



SCOPE FOR TRAFFIC STUDY

Project Name:	Miller's Landing at the Lake
----------------------	------------------------------

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:		11 th 2021	
Land Use Code	Land Use	Rate Based on	Qty ¹	Average Vehicle Trip Ends vs	ADT	Weekday a.m. peak		Weekday p.m. peak		Weekend peak hour	
						In	Out	In	Out	In	Out
n/a	Wedding/Events Venue	O	90	Attendees	126	6	0	25	7	-	-

For ITE Land Uses provide number and name of Land Use. e.g. LU 814 - Variety Store

See attached Table 1.



SCOPE FOR TRAFFIC STUDY

Project Name:	Miller's Landing at the Lake
---------------	------------------------------

7. Other:

Traffic counts may be conducted immediately per the following:
<ul style="list-style-type: none">• Must be taken on Tuesdays, Wednesdays or Thursdays.
<ul style="list-style-type: none">• Must exclude holidays, and the first weekdays before and after the holiday.
<ul style="list-style-type: none">• Must be taken on days when local schools or colleges are in session.
<ul style="list-style-type: none">• Must be taken on days of good weather, and avoid atypical conditions (e.g., road construction, detours, or major traffic incidents).
<ul style="list-style-type: none">• 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%.
<ul style="list-style-type: none">• 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.
<ul style="list-style-type: none">• 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.
<ul style="list-style-type: none">• For all cumulative mitigation measures, a cost estimate for the improvement shall be submitted.

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.



SCOPE FOR TRAFFIC STUDY

Project Name:	Miller's Landing at the Lake
----------------------	------------------------------

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

909-387-8239

Anthony Pham

Anthony.Pham@lus.sbcounty.gov

Jeremy Johnson

Jeremy.Johnson@dpw.sbcounty.gov

**Table 1
Project Trip Generation**

Land Use	Trips Generated								
	Quantity	Units ¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Employees ²	4	EMP	4	0	4	0	0	0	16
Contractors ³	10	CON	2	0	2	2	2	4	20
Attendees ⁴	90	ATT	0	0	0	23	5	28	90
Total			6	0	6	25	7	32	126

Notes:

1) EMP = Employees; CON = Contractors; ATT = Attendees

2) There will be four employees for the venue. To provide for a conservative analysis, it is assumed that all employees arrive during the AM peak hour in separate vehicles and depart at closing. The daily trip generation accounts for all employees leaving and returning to the project site for a lunch break.

3) The proposed development will contract out services such as catering, bar service, flowers, DJ'ing, busing, and cleaning services. Contract services will generally arrive during the day for setup most likely in vans or sport utility vehicles. This analysis assumes up to 10 contractor vehicles for a typical event. It is anticipated that all vehicles will arrive prior to the PM peak hour and depart after the PM peak hour. To provide for a conservative analysis, 2 of the 10 vehicles have been allocated to arrive during the AM peak hour, with 2 other vehicles arriving and departing during the PM peak hour.

4) A vehicle occupancy of 2.0 persons per vehicle has been assumed for up to 90 attendees, equating to 45 vehicles entering and 45 vehicles exiting the venue throughout the course of the day. Most attendees are expected to arrive after the AM peak hour and prior to the PM peak hour since the events are generally scheduled to start at 4:00 PM. To provide for a conservative analysis, 50% of all attendees have been allocated to arrive during the PM peak hour, with 10% of all attendees leaving during the PM peak hour.