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This memo has been reviewed and there are no further comments, Justin P. Schlaefli, PE TE, TKE Engineering. JPS

TRANSPORTATION TECHNICAL MEMORANDUM

To:	Brian Bargeman, Investment Building Group
From:	Sabita Tewani, AICP, PTP, Senior Transportation Planner
Subject:	Trip Generation and Vehicle Miles Travel (VMT) Screening Analysis for the Willow and Valley Warehouses, City of Rialto
Date:	March 24, 2022, Revised July 21, 2025
cc:	Dennis Pascua, Dudek
Attachment(s):	A: Site Plan B: Project Trip Generation (Tables 1,2 and 3), Trip Distribution and Assignment (Figures 1, 2a, and 2b) C: Traffic Scope Approval Form D: SBCTA VMT Screening Summary for Project Site

This technical memorandum provides a trip generation and vehicle miles traveled (VMT) screening analysis of the Valley and Willow Warehouses (proposed project), located in the northwest quadrant of the Willow Avenue and Valley Boulevard intersection in the City of Rialto (City).

Per Senate Bill (SB) 743, the Governor's Office of Planning and Research (OPR)[1] was directed to amend the California Environmental Quality Act (CEQA) Guidelines to provide an alternative to level of service (LOS) for evaluating transportation impacts. CEQA Guidelines Section 15064.3(b) focuses on specific criteria (VMT) for determining the significance of transportation impacts. Under the new transportation guidelines, LOS, or vehicle delay, does not constitute an environmental impact. Vehicle miles traveled has been adopted as the most appropriate measure of transportation impacts under CEQA.

The City of Rialto has adopted the use of the VMT metric and has significance criteria for transportation impacts related to VMT. Additionally, the City still requires LOS analysis for General Plan consistency requirements. The following analysis has been prepared consistent with the City of Rialto's Draft Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment (Updated December 2024) which provides guidance on the requirements to evaluate transportation impacts for projects. This analysis was conducted to determine the trip generation estimates and VMT screening analysis of the proposed project and to determine whether a detailed transportation analysis (LOS and/or VMT) would be required for the proposed project. As shown in the screening analysis below, the proposed project would not require a Traffic Impact Analysis (TIA) or further VMT analysis. The City's Traffic Scope Approval Form to support the LOS and VMT screening is also attached with this memorandum (see Attachment C).

[1] Effective July 1, 2024, the Governor's Office of Planning and Research was renamed the Governor's Office of Land Use and Climate Innovation (LCI).

1.0 Project Description

The project would include construction of two warehouse buildings of approximately 75,109 square feet (SF), (inclusive of 6,400 SF of mezzanine/office spaces), and 46,793 SF (inclusive of 3,200 SF of mezzanine/office spaces) located in the northwest quadrant of the Willow Avenue and Valley Boulevard intersection. The proposed project would replace 33,000 SF of existing warehouse building and would therefore, result in construction of net new 88,902 SF[2] warehouse use on the existing site.

Regional access to the project site is available from Interstate (I) 10 via Riverside Avenue. Additional regional access to the project area is available from I-215 to the east, Foothill Boulevard (Historic Route 66) to the north, and I-15 to the west. The proposed project would be accessed via four driveways - three driveways on the western portion of the site on Willow Avenue, and one driveway on the southern portion of the site on Valley Boulevard. The three western driveways would serve passenger vehicles and trucks and would be full access and the one southern driveway would serve passenger vehicles.

The project would include a total of 116 passenger parking stalls and 12 high dock door parking stalls. The project would provide for adequate parking per City's municipal code. The site plan of the proposed project includes the detailed parking summary and is included as an attachment (see Attachment A).

2.0 Trip Generation

Table 1 provides a summary of trip generation estimates for the project based on ITE's *Trip Generation, 11th Edition,* for Warehousing use (ITE Code 150). Additionally, the City implements the South Coast Air Quality Management District's (SCAQMD) recommendation requiring that warehousing use a minimum truck trip rate of 40% of total project traffic. The total percentage of truck trips were further divided by 2-axle, 3-axle, and 4+ axle trucks per current measured rates in the City and provided in the draft TIA guidelines. These truck trips generated by the project were then converted to Passenger Car Equivalent (PCE) trips by using recommended PCE factors. PCE factors recommended by the City were used to estimate the total PCE trips for the project.

Table 1: Project Trip Generation Summary

Land Use	Daily Trip Rate/ Unit		AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Trip Rates and Trip Generation								
Warehousing[1] (ITE Code 150)	1.71/TSF		0.13	0.04	0.17	0.05	0.13	0.18
Land Use	**Units**	**Daily**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Proposed	121.902 TSF	208	16	5	21	6	16	22
Existing	33.000 TSF	56	4	2	6	2	4	6

[2] The Technical Memorandum and the trip Generation estimates correspond to a higher square footage for the proposed project in the analysis compared to the currently proposed square footage per latest site plan. As shown in Attachment A Site Plan, the revised version of the site plan would result in a total of proposed 119,968 SF and net new 86,968 SF. Therefore, the analysis included in this memorandum and the attached Traffic Scoping Form is conservative.

Table 1: Project Trip Generation Summary

Net New	88.902 TSF	152	-12	3	15	4	12	16	
Land Use	Vehicle Classification (%)	Daily	AM Peak Hour			PM Peak Hour			
			In	Out	Total	In	Out	Total	
Net New Trip Generation									
Vehicle Mix[2] and Non PCE Trips (88.902 TSF)	**Passenger Cars (60.0%)**	**91**	**7**	**2**	**9**	**3**	**7**	**10**	
	2-axle Trucks (0.8%)	1	0	0	0	0	0	0	
	3-axle Trucks (11.2%)	17	1	0	2	1	0	2	
	4+axle Trucks (28.0%)	43	3	1	4	2	2	4	
	Non PCE Trips	**152**	**12**	**3**	**15**	**4**	**12**	**16**	
Passenger-Car Equivalence (PCE)									
PCE Factors[3] and PCE Trips (88.902 TSF)	Passenger Cars (1.0 PCE)	91	7	2	10	3	7	10	
	2-axle Trucks (1.5 PCE)	2	0	0	0	0	0	0	
	3-axle Trucks (2.0 PCE)	34	2	0	2	2	0	2	
	4+axle Trucks (3.0 PCE)	128	9	3	12	5	7	12	
	Total PCE Trips	**255**	**18**	**5**	**23**	**10**	**14**	**24**	

Notes: TSF = Thousand Square Feet, PCE = Passenger Car Equivalent
Some of the totals may not match exactly due to rounding.

1 Trip rates from the Institute of Transportation Engineers, Trip Generation, 11th Edition, 2021. Land Use Code 150 – Warehousing.

2 Per City of Rialto's TIA Guidelines (October 2021), 40% of the daily trips are truck trips (per AQMD staff recommendation included in CalEEMod v. 2013.2 Appendix E Technical Source Documentation, Fleet Mix) for warehousing uses i.e. ITE Code 150. The vehicle mix for trucks i.e. 2-axle, 3-axle, and 4+ axle trucks are per current measured rates in the City and provided in the draft TIA guidelines.

3 Passenger Car Equivalent (PCE) factors are assumed to be 1.0 for passenger vehicles, 1.5 and 2.0 for 2-axle and 3-axle trucks, and 3.0 for 4-axle trucks per City of Rialto TIA Guidelines (October 2021)

The existing warehouse on the project site would be replaced by the proposed project, therefore, the trip generation was estimated for the net new proposed use i.e., approximately 88,902 SF of warehouse use. Because the existing uses are currently operational, an existing use trip credit was applied to estimate the project's net new trip generation. As shown in Table 1, the proposed project would generate approximately 152 net new daily trips, with 15 net new trips (12 inbound and 3 outbound) in the AM peak hour, and 16 net new trips (4 inbound and 12 outbound) in the PM peak hour. Adjusting for PCE, the trip generation is approximately 255 net new daily PCE trips, 23 net new AM PCE peak hour trips (18 inbound and 5 outbound) and 24 net new PM PCE peak hour trips (10 inbound and 14 outbound). Separate tables for the project's existing, proposed and net trip generation are provided in Attachment B.

3.0 LOS Screening Analysis

Per City's TIA Guidelines (Updated December 2024), the proposed project would not generate 50 or add more AM or PM peak hour trips to the existing circulation system. Figures 1, 2a and 2b illustrating the project's trip distribution and assignment are provided in Attachment B. There are no other operational concerns in the vicinity of the project site known at the time of this writing. Therefore, the proposed project would not require a quantitative LOS analysis. Attachment C includes the City's Traffic Scoping Form to support exemption from LOS analysis.

4.0 VMT Screening Analysis

The Governor's Office of Planning and Research (OPR) prepared a comprehensive update to the CEQA Guidelines in 2017 that were approved by the California Natural Resources Agency in December 2018, requiring that lead agencies use VMT for analyzing transportation impacts. CEQA Guidelines Section 15064.3 states that "generally, vehicle miles traveled (VMT) is the most appropriate measure of transportation impacts," and define VMT as "the amount and distance of automobile travel attributable to a project." Note that "automobile" refers to on-road passenger vehicles, specifically cars and light trucks. Heavy-duty truck VMT does not need to be included in the analysis per SB 743 requirements. Other relevant considerations may include the effects of the project on transit and non-motorized traveled.

The OPR's Technical Advisory suggests that agencies may screen out VMT impacts using project size, maps, transit availability, and provision of affordable housing. The guidance recommended by OPR has been used by the City to be better suited to the local and sub-area conditions of Rialto within the San Bernardino County. The proposed project would be screened out using the City's low VMT area criterion for screening, as discussed below.

Per OPR's Technical Advisory and City of Rialto's TIA Guidelines, if a project generates less than 110 daily trips (from passenger vehicles), it can be screened out from conducting a VMT analysis, using the Small Project Screening criteria. Using the ITE Trip Manual, 11th Edition, as shown in Table 1, the project would generate a total of 125 daily passenger vehicle trips or 91 net new daily passenger vehicle trips, therefore can be potentially screened out using the Small Project Screening criteria when applied to net new daily trips. However, because the proposed project generates 125 daily trips under the proposed conditions, it doesn't adequately meet the threshold of 110 daily trips or less to use Small Project Screening criteria.

Per City's TIA guidelines, residential and office projects located within a low VMT-generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary. In addition, other employment-related and mixed-use land use projects may qualify for the use of screening if the project can reasonably be expected to generate VMT per capita or per employee that is consistent with the existing land uses in that low VMT generating area. The City's guidelines recommend using production-attraction (PA) VMT when there is a need to isolate home-based work VMT for the purposes of isolating commute VMT. Because the project is primarily an employment-based use, it is acceptable to use PA VMT for determining the project's VMT screening using the SBCTA VMT Evaluation Tool. The project is consistent with existing industrial land uses in its vicinity and is therefore consistent with VMT analysis provided by the tool.

As shown in Table 5. Project VMT Summary, the jurisdiction baseline PA VMT per worker is 16.9 and the threshold is 16.9 or below. It should be noted that the recommended threshold for the County is 32.7 VMT per service employee. Service population is a total of residents and employees or workers in a zone. The project's service population consists of only workers; therefore, the project's PA VMT per worker if compared to the threshold of VMT per service population would be significantly lower. As the proposed project would not exceed the PA VMT baseline of 16.9 and would be significantly below 32.7 VMT per service population, it would be screened out using the SBCTA VMT Evaluation tool. The project's VMT would result in a **less than significant impact**.

Table 5. Project VMT Summary

Criteria	VMT per Worker
Jurisdiction (Baseline) VMT	16.9 PA VMT per Worker
VMT Threshold (below Baseline)	16.9 PA VMT per Worker
TAZ VMT (Project VMT)	16.9 PA VMT per Worker
Project VMT Impact	Less than Significant

Source: Attachment D

Notes: VMT = vehicle miles traveled, TAZ = Traffic Analysis Zone

Per the City's TIA Guidelines (City of Rialto 2024) and for purposes of compliance with Senate Bill 743, a detailed VMT analysis is not required for the proposed project.

5.0 Conclusions

Based on the trip generation analysis above, the proposed project would generate less than 110 daily net new passenger vehicle trips. The proposed project is consistent with the existing uses and is located in a low VMT generating zone per SBCTA VMT Evaluation Tool using the selected VMT per worker metric. Per the City's TIA guidelines, the proposed project would be screened out from conducting further VMT analysis and presumed to have a less than significant VMT impact. Thus, the project would not require any mitigation.

Based on the trip generation analysis above, adjusting for PCE, the project would generate approximately 23 net new AM PCE peak hour trips (18 inbound and 5 outbound) and 24 net new PM PCE peak hour trips (10 inbound and 14 outbound). Per the City's TIA guidelines and project's trip generation estimates, the proposed project would not be required to prepare a LOS analysis.

6.0 References

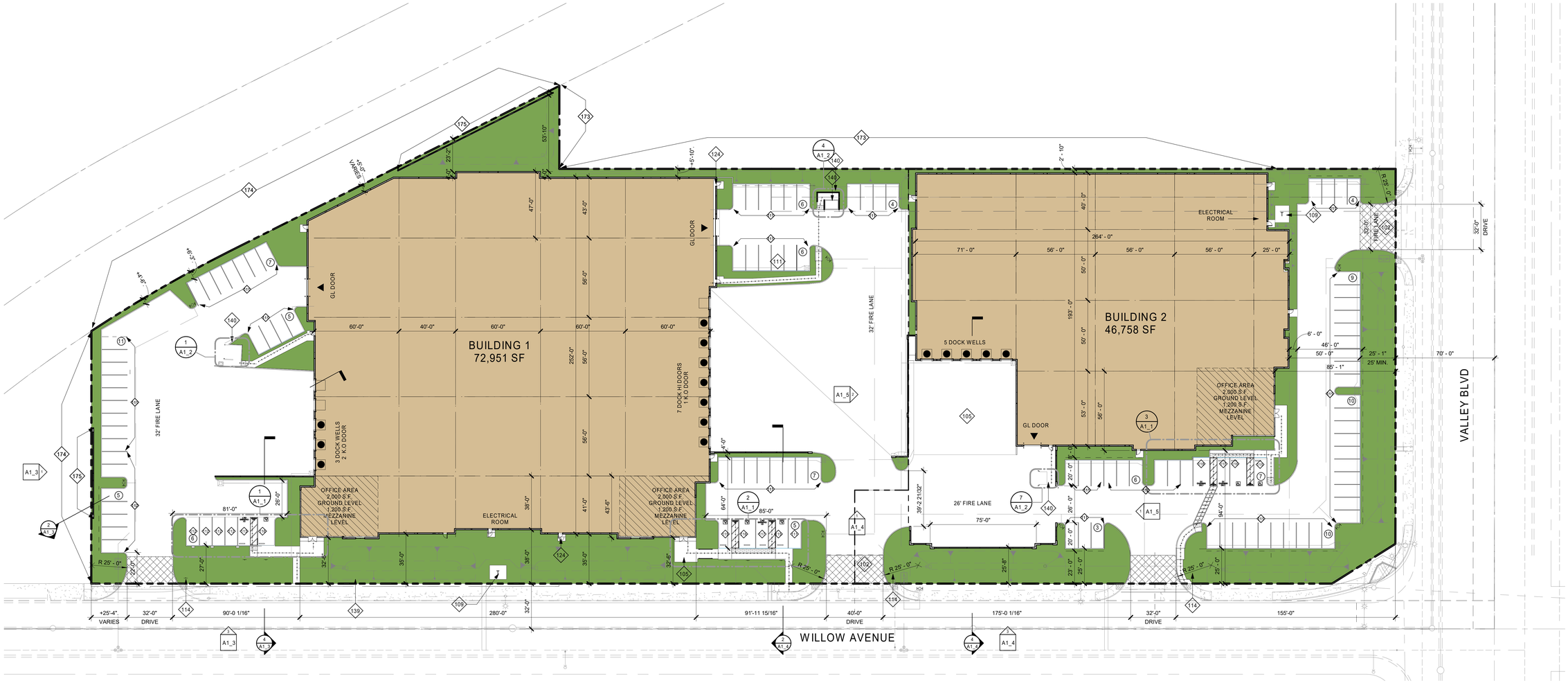
City of Rialto. 2024. *Traffic Impact Analysis Preparation Guide for Vehicle Miles Traveled (VMT) and Level of Service (LOS) Assessment*. Updated December 2024.

ITE (Institute of Transportation Engineers). 2021. *Trip Generation Manual*. 11th ed.

OPR (California Governor's Office of Planning and Research). 2018. *Technical Advisory on Evaluating Transportation Impacts in CEQA*. December 2018. http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf.

Attachment A

Site Plan



1 PROPOSED SITE PLAN
1" = 30'-0"

DEVELOPER/OWNER

ADDRESS: INVESTING BUILDING GROUP
CONTACT: BRIAN BARGEMANN
PHONE: 949.263.1111
EMAIL: BRIANB@IBG-USA.COM

APPLICANT'S REPRESENTATIVE/ARCHITECT

HERDMAN ARCHITECTURE & DESIGN, INC.
100 BAYVIEW CIRCLE SUITE 100
NEWPORT BEACH, CA 92660
CONTACT: BRIDGET HERDMAN
PHONE: 714.389.2800
EMAIL: BRIDGET@HERDMAN-AD.COM

SCOPE OF WORK

CONSTRUCT TWO NEW ONE STORY + MEZZANINE CONCRETE TILT-UP WAREHOUSE/DISTRIBUTION FACILITIES WITH ELECTRICAL AND PLUMBING SERVICES, EXTERIOR LIGHTING, LANDSCAPING & IRRIGATION, TRASH ENCLOSURES, CONCRETE SCREEN WALLS. FIRE SPRINKLER AND GRADING PLANS TO BE A SEPARATE SUBMITTAL AND PERMIT

LEGAL DESCRIPTION & ZONING

LEGAL DESCRIPTION: SEE CIVIL PLAN

ASSESSOR'S PARCEL NO: 0132-204-04, 0132-182-08 & -09

SPECIFIC PLAN LEGEND: GATEWAY SPECIFIC PLAN

ZONING: F-C (FREEWAY COMMERCIAL)

SITE PLAN GENERAL NOTES

1. THE SITE PLAN SHALL MEET ALL ENGINEERING & NPDES REQUIREMENTS.
2. GENERAL CONTRACTOR TO REVIEW THE SOILS REPORT AND ALL AMMENDMENTS LISTED ON THE TITLE SHEET AND FOLLOW ALL RECOMMENDATIONS.
3. U.O.N., ALL DIMENSIONS TO CONCRETE WALLS AND CURBS ARE EITHER TO THE CENTER (SHOWN WITH A CENTERLINE) OR FACE OF THE WALL OR CURB. ALL DIMESIONS TO FRAMED WALLS ARE EITHER TO THE CENTER LINE OF THE WALL FRAMING (SHOWN WITH A CENTERLINE) OR THE FACE OF THE WALL FINISH.
4. REFER TO CIVIL AND MEP PLANS TO CONFIRM UTILITY INFORMATION SHOWN ON THE ARCHITECT'S SITE PLAN AND FOR ADDITIONAL UTILITY INFORMATION. GENERAL CONTRACTOR TO COORDINATE ALL POINTS OF CONNECTION.
5. REFER TO CIVIL DRAWINGS FOR ALL FINISHED GRADES AND SLOPES. ALL FINISHED GRADES TO PROVIDE POSITIVE DRAINAGE AWAY FORM THE BUILDING. GENERAL CONTRACTOR TO FIELD VERIFY.
6. ALL ACCESSIBLE ROUTES INDENTIFIED ON THE SITE PLAN DRAWINGS SHALL CONFORM TO THE FOLLOWING:
   a) SLOPES IN THE DIRECTION OF TRAVEL DO NOT EXCEED 5%. CROSS SLOPES DO NOT EXCEED 2%.
   b) THE CLEAR WIDTH OF ALL WALKWAYS IS 4'-0" MIN.
   c) CHANGES IN LEVEL UP TO 1/2" COMPLY w/ 11/A0.2.1. CHANGES IN LEVEL GREATER THAN 1/2" IF THEY OCCUR ARE RAMPED. SEE PLANS
   d) THE VERTICAL CLEARANCE ALONG THE ACCESSIBLE ROUTE IS 80" MIN.
7. ALL PAVED AND LANDSCAPED AREAS TO BE BOUND BY A MIN. 6" HIGH, 6" WIDE CONCRETE CURB U.O.N.
8. A CONCRETE MOW STRIP EXTENDING 12" BEYOND EA END OF THE OPENING SHALL BE PROVIDED @ ALL EXTERIOR GLAZING WHERE THE SILL IS WITHIN 3' VERICAL OF THE FINISHED GRADE. SEE 2/AD1.1
10. PROVIDE PIPE BOLLARD PROTECTION POSTS AS REQUIRED BY UTILITY COMPANIES AND OR FIRE AUTHORITIES AT ALL EXTERIOR ELECTRICAL EQUIPMENT AND FIRE PREVENTION DEVICES. IF PIPE BOLLARD PROTECTION POST DETAILS ARE NOT PROVIDED BY UTILITY COMPANIES AND OR FIRE AUTHORITY SEE DETAIL 3/AD1.1
11. ALL EXPOSED BIORETENSION DEVICE COVERINGS SHALL BE PAINTED FORREST GREEN.
12. WHERE OCCURS, GENERAL CONTRACTOR TO PROVIDE FLUID APPLIED DAMP PROOFING AT ALL RETAINING AND PLANTER WALLS WHERE THE SIDE OF THE WALL OPPOSITE THE SOIL SIDE IS EXPOSED TO VIEW AND ALL EXTERIOR WALLS WHERE THE ADJACENT FLOOR SLAB IS BELOW GRADE. SEE 19/AD1.1

SHEET INDEX

KEYNOTES

102	PROPOSED DRIVEWAY, PER JURISDICTIONAL STANDARDS.
105	CONCRETE PAVING.
109	(N) TRANSFORMER LOCATION.
111	TYP U.O.N., STANDARD PARKING STALL. 9'-0" WIDE x 20'-0" DEEP
112	EV (ELECTRIC VEHICLE) CAPABLE PARKING STALL. PROVIDE FOR FUTURE EVSE (ELECTRIC VEHICLE SUPPLY EQUIPMENT). MATCH STANDARD STALL SIZE
113	EVCS (ELECTRIC VEHICLE CHARGING STATION). PROVIDE EVSE (ELECTRIC VEHICLE SUPPLY EQUIPMENT). MATCH STANDARD STALL SIZE.
114	ACCESSIBLE SITE ENTRANCE SIGN.
115	STANDARD ACCESIBLE PARKING STALL. 9'-0" WIDE x DEPTH OF STANDARD STALL.
116	VAN ACCESSIBLE PARKING STALL. 12'-0" WIDE x DEPTH OF STANDARD STALL.
117	STANDARD ACCESSIBLE EVCS (ELECTRICAL VEHICLE CHARGING STATION). 9'-0" WIDE x DEPTH OF STANDARD STALL. PROVIDE ELECTRIC VEHICLE SUPPLY EQUIPMENT.
118	VAN ACCESSIBLE EVCS (ELECTRICAL VEHICLE CHARGING STATION). 12'-0" WIDE x DEPTH OF STANDARD STALL. PROVIDE ELECTRIC VEHICLE SUPPLY EQUIPMENT.
124	EXERIOR CONCRETE LANDING.
139	RETAINING WALL.
140	TRASH ENCLOSURE w/ ROOF COVERING.
173	EXISTING SCREEN WALL TO REMAIN.
174	EXISTING CHAIN LINK FENCE TO REMAIN.
175	CONCRETE TILT-UP SCREEN WALL. MIN HEIGHT 5'-0" ABOVE HIGHEST ADJACENT FINISHED GRADE. PAINT BOTH SIDES AND TOP OF WALL. SEE PLANS FOR COLOR SCHEDULE.

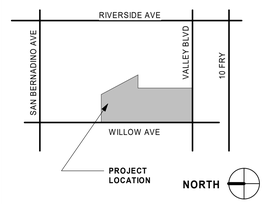
PROJECT INFORMATION

PROJECT INFORMATION - SCH 13		11.26.2024
NET SITE AREA	262,157 SF	6.02 AC
NET FAR		45.8%
MAX FAR		N/A
SPECIFIC PLAN		GATEWAY SPECIFIC PLAN
ZONE		F-C (FREEWAY COMMERCIAL)
STREET SETBACK		25' *
INT/REAR SETBACK		0'
		*SETBACK @ 1' PER 1' OF BUILDING HEIGHT
CONSTRUCTION TYPE		III-B
ALLOWED MAX HEIGHT		55'
LANDSCAPE REQUIRED	10%	26,216 SF
LANDSCAPE PROVIDED	19.6%	53,477 SF

BUILDING 1		
BUILDING AREA	73,210	SF
FOOTPRINT	70,810	SF
WAREHOUSE	66,810	
OFFICE	4,000	
MEZZANINE	2,400	SF
OFFICE	2,400	
PARKING REQUIRED	60	
WAREHOUSE @ 1/1,000 <10K SF	10	
WAREHOUSE @ 1/2,000 >10K SF	29	
GROUND FLOOR OFFICE @ 1/250	16	
NON-GROUND FLOOR OFFICE @ 1/500	5	
PARKING PROVIDED	62	
STANDARD	47	
VAN ADA	1	
STND ADA	2	
VAN EVCS	1	
STND EVCS	1	
EV CAPABLE	10	

BUILDING 2		
BUILDING AREA	46,758	SF
FOOTPRINT	45,558	SF
WAREHOUSE	43,558	
OFFICE	2,000	
MEZZANINE	1,200	SF
OFFICE	1,200	
PARKING REQUIRED	38	
WAREHOUSE @ 1/1,000 <10K SF	10	
WAREHOUSE @ 1/2,000 >10K SF	17	
GROUND FLOOR OFFICE @ 1/250	8	
NON-GROUND FLOOR OFFICE @ 1/500	3	
PARKING PROVIDED	49	
STANDARD	39	
VAN ADA	1	
STND ADA	1	
VAN EVCS	1	
STND EVCS	1	
EVCS	6	

VICINITY MAP



SITE LEGEND

- LANDSCAPE AREA
- CONCRETE PAVING. SEE CIVIL DRAWINGS FOR PAVING SECTIONS
- FIRE HYDRANT. PROVIDE PIPE BOLLARD PROTECTION POSTS AS REQUIRED. SEE 3/AD1.1
- STREET LIGHT
- INDICATES AN ACCESSIBLE ROUTE. MUST COMPLY w/ SITE PLAN GENERAL NOTE #6
- PROPERTY LINE
- DOCK HIGH DOOR
- DRIVE THRU. DOOR

PROJECT
IBG VALLEY BLVD
RIALTO, CA
3RD PLANNING SUBMITTAL

HERDMAN
ARCHITECTURE + DESIGN
A21-2181
06.14.2024

SITE PLAN

A1

11/26/2024 2:31:10 PM

Attachment B

- Project Trip Generation (Tables 1,2, and 3)
- Trip Distribution and Assignment (Figures 1, 2a and 2b)

Table 1 - Net Trip Generation for Willow and Valley Warehouse, Rialto

Land Use	ITE Code	Size/Units	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
TRIP RATES [1]									
Warehousing	150	TSF	1.71	0.13	0.04	0.17	0.05	0.13	0.18
TRIP GENERATION									
Proposed Warehouse	150	121.902 TSF	208	16	5	21	6	16	22
Existing Warehouse	150	33.000 TSF	56	4	2	6	2	4	6
Net New Warehouse	150	88.902 TSF	152	12	3	15	4	12	16
NET NEW PROJECT TRIP GENERATION									
Vehicle Mix[2]		**Percent**[2]							
Passenger Vehicles		60.0%	91	7	2	9	3	7	10
Trucks		40.0%	61	4	1	5	2	3	5
2-Axle Trucks		*0.8%*	1	0	0	0	0	0	0
3-Axle Trucks		*11.2%*	17	1	0	2	1	0	2
4+-Axle Trucks		*28.0%*	43	3	1	4	2	2	4
Net New Project Trip Generation Non-PCE			**152**	**12**	**3**	**15**	**4**	**12**	**16**
		PCE Factor[3]							
Passenger Vehicles		1.0	91	7	2	10	3	7	10
2-Axle Trucks		1.5	2	0	0	0	0	0	0
3-Axle Trucks		2.0	34	2	0	2	2	0	2
4+-Axle Trucks		3.0	128	9	3	12	5	7	12
Net New Project Trip Generation Non-PCE			**255**	**18**	**5**	**23**	**10**	**14**	**24**

Notes: TSF = Thousand Square Feet; PCE = Passenger Car Equivalent

[1]Trip rates from the Institute of Transportation Engineers (ITE), *Trip Generation, 11th Edition, 2021.*

[2] Per City of Rialto's TIA Guidelines (October 2021), 40% of the daily trips are truck trips (per AQMD staff recommendation included in CalEEMod v. 2013.2 Appendix E Technical Source Documentation, Fleet Mix) for warehousing uses i.e. ITE Code 150. The vehicle mix for trucks i.e. 2-axle, 3-axle, and 4+ axle trucks are per current measured rates in the City and provided in the draft TIA guidelines.

[3] Passenger Car Equivalent (PCE) factors are assumed to be 1.0 for passenger vehicles, 1.5 and 2.0 for 2-axle and 3-axle trucks, and 3.0 for 4-axle trucks per City of Rialto TIA Guidelines (October 2021)

Table 2 - Total Trip Generation for Willow and Valley Warehouses, Rialto

Land Use	ITE Code	Size/Units	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
TRIP RATES [1]									
Warehousing	150	TSF	1.71	0.13	0.04	0.17	0.05	0.13	0.18
TRIP GENERATION									
Willow and Valley Warehouse	150	121.902 TSF	208	16	5	21	6	16	22
PROJECT TRIP GENERATION									
Vehicle Mix[2]		**Percent**[2]							
Passenger Vehicles		60.0%	125	10	3	13	4	9	13
Trucks		40.0%	83	6	2	8	2	6	8
2-Axle Trucks		*0.8%*	*2*	*0*	*0*	*0*	*0*	*0*	*0*
3-Axle Trucks		*11.2%*	*23*	*1*	*1*	*2*	*1*	*1*	*2*
4+-Axle Trucks		*28.0%*	*58*	*5*	*1*	*6*	*2*	*4*	*6*
Project Trip Generation Non-PCE			***208***	***16***	***5***	***21***	***6***	***15***	***21***
		PCE Factor[3]							
Passenger Vehicles		1.0	125	10	3	13	4	9	13
2-Axle Trucks		1.5	3	0	0	0	0	0	0
3-Axle Trucks		2.0	47	2	2	4	2	2	4
4+-Axle Trucks		3.0	175	15	3	18	5	13	18
Project Trip Generation W/PCE			***349***	***27***	***8***	***35***	***11***	***25***	***36***

Notes: TSF = Thousand Square Feet; PCE = Passenger Car Equivalent

[1]Trip rates from the Institute of Transportation Engineers (ITE), *Trip Generation, 11th Edition, 2021.*

[2] Per City of Rialto's TIA Guidelines (October 2021), 40% of the daily trips are truck trips (per AQMD staff recommendation included in CalEEMod v. 2013.2 Appendix E Technical Source Documentation, Fleet Mix) for warehousing uses i.e. ITE Code 150. The vehicle mix for trucks i.e. 2-axle, 3-axle, and 4+ axle trucks are per current measured rates in the City and provided in the draft TIA guidelines.

[3] Passenger Car Equivalent (PCE) factors are assumed to be 1.0 for passenger vehicles, 1.5 and 2.0 for 2-axle and 3-axle trucks, and 3.0 for 4-axle trucks per City of Rialto TIA Guidelines (October 2021)

Table 3 - Existing Trip Generation for Project Site, Rialto

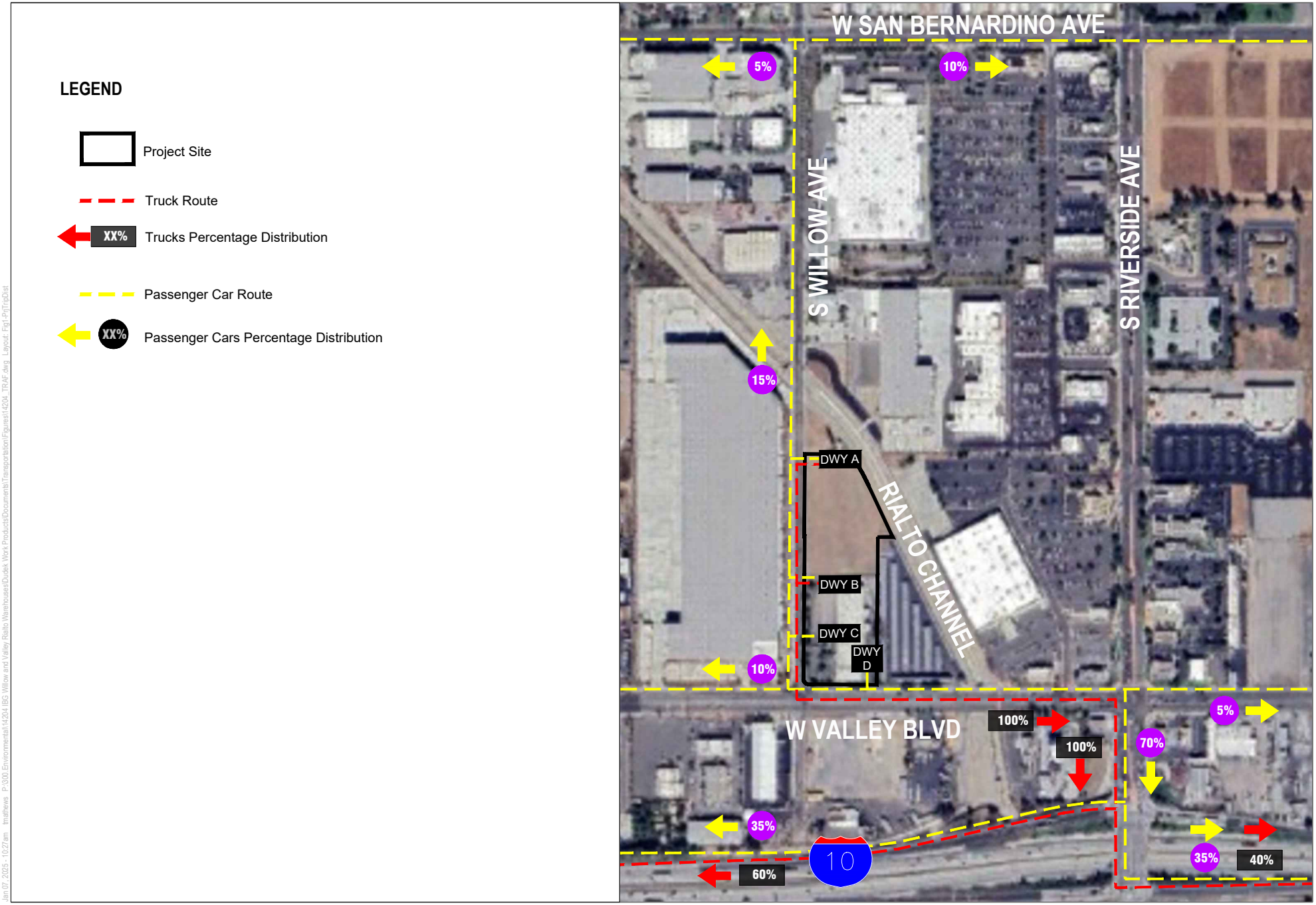
Land Use	ITE Code	Size/Units	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
TRIP RATES [1]									
Warehousing	150	TSF	1.71	0.13	0.04	0.17	0.05	0.13	0.18
TRIP GENERATION									
Existing Warehouse	150	33.000 TSF	56	4	2	6	2	4	6
PROJECT TRIP GENERATION									
Vehicle Mix[2]		**Percent**[2]							
Passenger Vehicles		60.0%	34	3	1	4	1	3	4
Trucks		40.0%	22	2	1	3	0	3	3
2-Axle Trucks		*0.8%*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
3-Axle Trucks		*11.2%*	*6*	*0*	*1*	*1*	*0*	*1*	*1*
4+-Axle Trucks		*28.0%*	*16*	*2*	*0*	*2*	*0*	*2*	*2*
Existing Trip Generation Non-PCE			***56***	***5***	***2***	***7***	***1***	***6***	***7***
		PCE Factor[3]							
Passenger Vehicles		1.0	34	3	1	3	1	3	4
2-Axle Trucks		99.0	1	0	0	0	0	0	0
3-Axle Trucks		2.0	13	0	2	2	0	2	2
4+-Axle Trucks		3.0	47	6	0	6	0	6	6
Existing Trip Generation Non-PCE			***95***	***9***	***3***	***12***	***1***	***11***	***12***

Notes: TSF = Thousand Square Feet; PCE = Passenger Car Equivalent

[1]Trip rates from the Institute of Transportation Engineers (ITE), *Trip Generation, 11th Edition, 2021.*

[2] Per City of Rialto's TIA Guidelines (October 2021), 40% of the daily trips are truck trips (per AQMD staff recommendation included in CalEEMod v. 2013.2 Appendix E Technical Source Documentation, Fleet Mix) for warehousing uses i.e. ITE Code 150. The vehicle mix for trucks i.e. 2-axle, 3-axle, and 4+ axle trucks are per current measured rates in the City and provided in the draft TIA guidelines.

[3] Passenger Car Equivalent (PCE) factors are assumed to be 1.0 for passenger vehicles, 1.5 and 2.0 for 2-axle and 3-axle trucks, and 3.0 for 4-axle trucks per City of Rialto TIA Guidelines (October 2021)



SOURCE: Google Earth, 2024

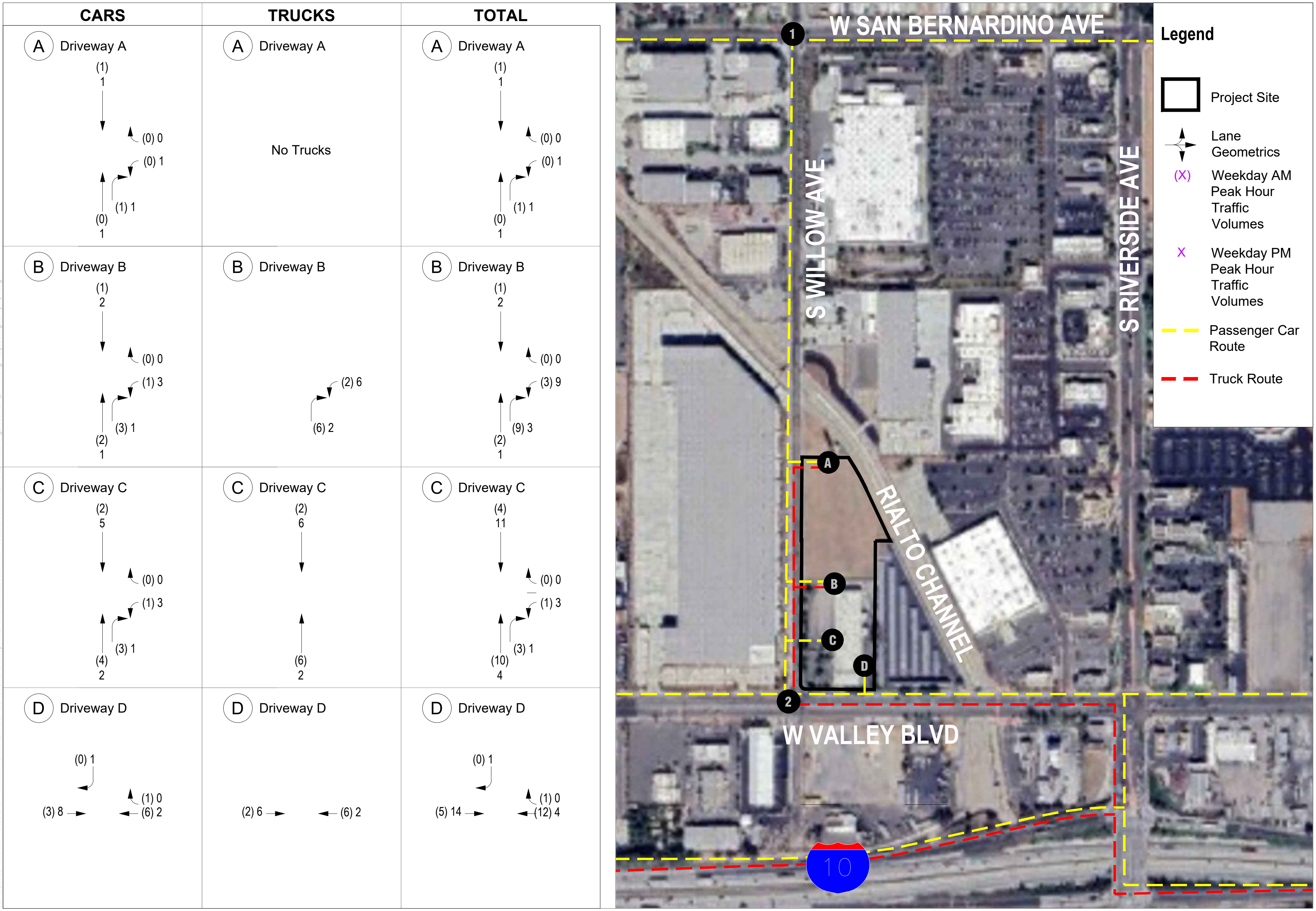
DUDEK

NOT TO SCALE

Figure 1

Project Trip Distribution

IBG Willow and Valley Rialto Warehouses Project



SOURCE: Google Earth, 2024

DUDEK

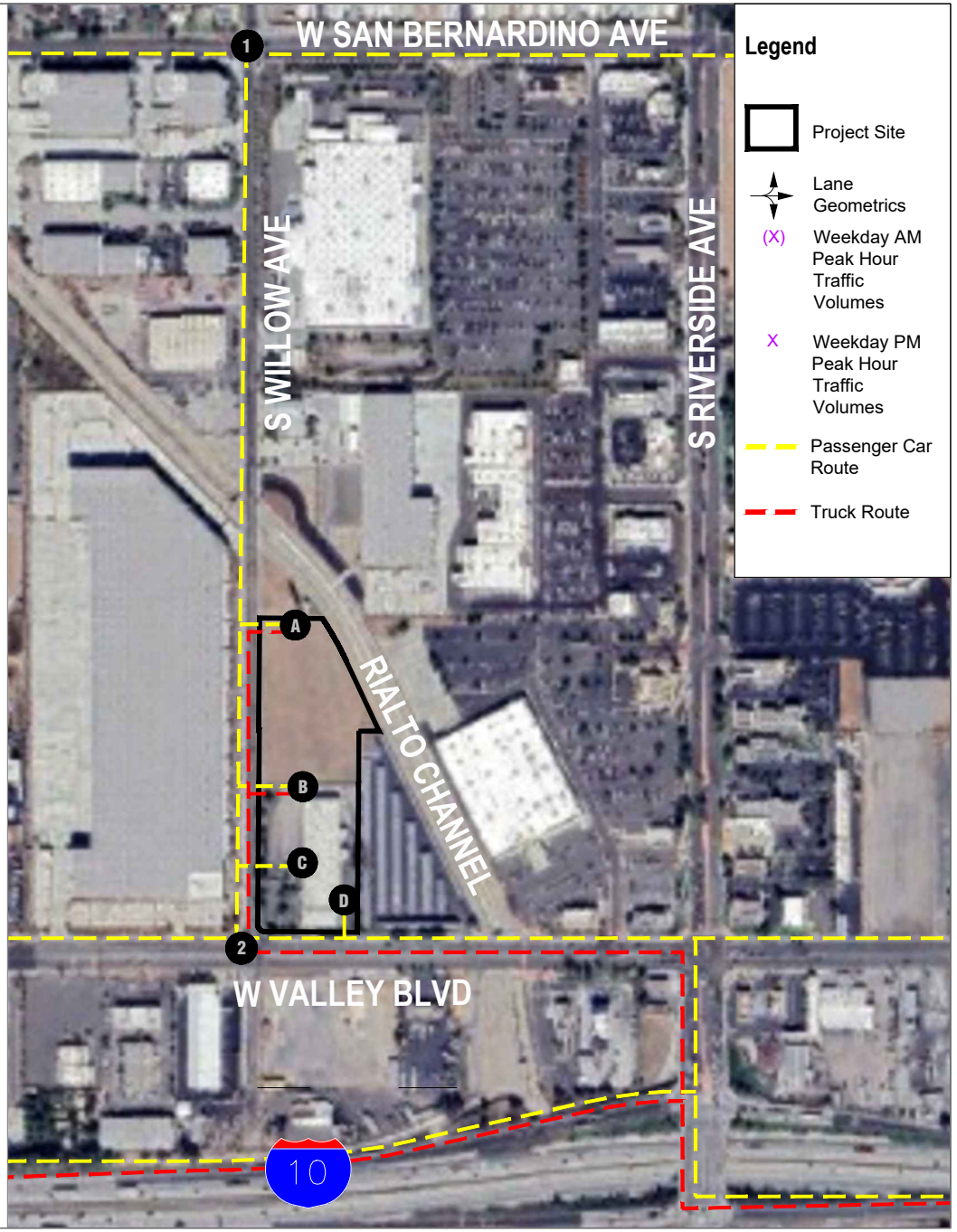
NOT TO SCALE

Figure 2A

Project Trip Assignment- Driveways A, B, C, and D

IBG Willow and Valley Rialto Warehouses Project

CARS	TRUCKS	TOTAL
1 W San Bernardino Ave/ S Willow Avenue (0) 1 (0) 1	1 W San Bernardino Ave/ S Willow Avenue No Trucks	1 W San Bernardino Ave/ S Willow Avenue (0) 1 (0) 1
2 W Valley Boulevard/ S Willow Avenue (2) 7 (1) 0 (6) 2 (0) 1	2 W Valley Boulevard/ S Willow Avenue (2) 6 (6) 2	2 W Valley Boulevard/ S Willow Avenue (4) 13 (1) 0 (12) 4 (0) 1



SOURCE: Google Earth, 2024

DUDEK

NOT TO SCALE

Figure 2B

Project Trip Assignment- Intersections 1 and 2

IBG Willow and Valley Rialto Warehouses Project

Attachment C

Traffic Scope Approval Form

Exhibit A

SCOPING AGREEMENT FOR TRAFFIC IMPACT ANALYSIS

This following form shall be used to acknowledge preliminary approval of the scope for the traffic impact analysis (TIA) of the following project. The TIA must follow the City of Rialto Traffic Impact Analysis – Report Guidelines and Requirements, adopted by the City Council on _____.

City of Rialto

Traffic Impact Analysis

Scoping Agreement

Case No. _____

Related Cases -

SP No. _____

EIR No. _____

GPA No. _____

ZC No. _____

Project Name: Willow and Valley Warehouses

Project Address: 280 W Valley Boulevard, Rialto, CA 92376

Project Description: Approx. 88,902 SF net new warehouses to replace an existing 33,000 SFwarehouse.

As shown in Attachment A Site Plan, the revised version of the site plan would result in a total of proposed 119,968 SF and net new 86,968 SF. Therefore, the analysis included in this form is conservative.

	Consultant	Developer
Name:	Dudek	Brian Bargemann
Address:	605 Third Street, Encinitas, CA 92024	Investment Building Group
Telephone:	760-479-4109	949-263-1111
Fax:		

1. Trip Generation Source: Institute of Transportation Engineers, Trip Manual, 11th Edition, 2021

Existing GP Land Use: Freeway Commercial Proposed Land Use: Freeway Commercial

Current Zoning: Gateway Specific Plan Proposed Zoning: Gateway Specific Plan

Total Daily Project Trips: See Table 1,2 and 3

	Current Trip Generation			Proposed Trip Generation		
	In	Out	Total	In	Out	Total
AM Trips	9	3	12	27	8	35
PM Trips	1	11	12	11	25	36

Internal Trip Allowance ☐ Yes ☑ No (_____ % Trip Discount)

Pass-By Trip Allowance ☐ Yes ☑ No (_____ % Trip Discount)

For appropriate land uses, a pass-by trip discount may be allowed not to exceed 25%. Discount trips shall be indicated on a report figure for intersections and access locations.

2. Trip Geographic Distribution: N- 15 % S- 70 % E- 5 % W 10%

(Detailed exhibits of trip distribution must be attached with Trucks as a separate exhibit) See Figures 1, 2a and 2b

3. Background Growth Traffic

Project Completion Year: - Annual Background Growth Rate: -%

Other Phase Years -

Other area projects to be considered: -

(Contact Planning for Lists. Correlate projects to exhibit map and also indicate which projects have been included in study area forecasts for existing + background growth + project + cumulative)

Model/Forecast methodology: No traffic analysis is proposed because peak hour trips are less than 50.

4. Study Intersections: (NOTE: Subject to revision after other projects, trip generation and distribution are determined, or comments from other agencies received.)

1. _____ 6. _____
2. _____ 7. _____
3. _____ 8. _____
4. _____ 9. _____
5. _____ 10. _____

5. Study Roadway Segments: (NOTE: Subject to revision after other projects, trip generation and distribution are determined, or comments from other agencies received.)

1. _____ 6. _____
2. _____ 7. _____
3. _____ 8. _____
4. _____ 9. _____
5. _____ 10. _____

6. Other Jurisdictional Impacts

Is this project within any other Agency's Sphere of Influence or within one-mile of another jurisdictional boundary?

☐ YES
☑ NO

If so, name of Jurisdiction: _____

7. Site Plan (please attach 11" x 17" legible copy)

8. Specific issues to be addressed in the Study (in addition to the standard analysis described in the Guideline) (to be filled out by the City of Rialto Public Works Department) (NOTE: If the traffic study states that "a traffic signal is warranted" (or "a traffic signal appears to be warranted," or similar statement) at an existing un-signalized intersection under existing conditions, 8-hour approach traffic volume information must be submitted in addition to the peak hourly turning movement counts for that intersection.)

9. Existing Conditions

Traffic count data must be new or within one year. Provide traffic count dates if using other than new counts.

Date of counts: No traffic analysis or traffic count data collection is proposed.

NOTE Fees are due and must be submitted with, or prior to submittal of this form. The City will not process the Scoping Agreement prior to the receipt of the processing fee.

Fees Paid: _____ Date 07/21/2025

Recommended:

Scoping Agreement Submittal date 07/21/2025

Scoping Agreement Resubmittal date _____

Sabita Tewani, AICP,PTP 07/21/2025

Applicant/Engineer Date

Land Use Concurrence:

Development Services Department Date

Approved by:

Public Works Department Date

NOTE:

The Applicant/Engineer acknowledges that the Scoping Agreement is intended to assist in the preparation of any required TIA. It is preliminary in nature and the City does not have sufficient data to determine the ultimate conditions that may be imposed for the project. It does not provide nor limit the requirements imposed on the Project but is intended only to provide initial input into the parameters for review of the traffic generated by the Project and the initial areas to be considered and studied. Subsequent changes to scope of required analysis to be included in the TIA may be required by the Transportation Commission, Planning Commission, and/or the City Council upon Public Works Director/City Engineer review and approval.

VMT Analysis Project Scoping Form

This scoping form shall be submitted to the City of Rialto to assist in identifying infrastructure improvements that may be required to support traffic from the proposed project.

Project Identification:

Case Number:	
Related Cases:	
SP No.	
EIR No.	
GPA No.	
CZ No.	
Project Name:	Willow and Valley Warehouses
Project Address:	280 W Valley Boulevard, Rialto, CA 92376
Project Opening Year:	2026
Project Description:	The project would construct net new 88,902 SF warehouse, by replacing an 33,000 SF warehouse building by constructing two warehouse buildings that total approx. 121,902 SF. See attached site plan. The project square footage has reduced to 119,968 SF.

	Consultant:	**Developer:**
Name:	Dudek	Brian Bargemann
Address:	605 Third Street Encinitas CA 92024	Investment Building Group
Telephone:		949-263-1111
Fax/Email:		

Trip Generation Information:

Trip Generation Data Source: ITE Trip Generation Manual 11th Edition, 2021

Current General Plan Land Use: Freeway Commercial

Proposed General Plan Land Use: Freeway Commercial

Current Zoning: Gateway Specific Plan

Proposed Zoning: Gateway Specific Plan

	Existing Trip Generation			Proposed Trip Generation		
	In	Out	Total	In	Out	Total
AM Trips	9	3	12	27	8	35
PM Trips	1	11	12	11	25	36

Trip Internalization: ☐ Yes ☑ No (_____% Trip Discount)

Pass-By Allowance: ☐ Yes ☑ No (_____% Trip Discount)

Potential Screening Checks

Is the project screened from VMT assessment? ☑ Yes ☐ No

VMT screening justification

Per Office of Planning Research Technical Advisory (December 2018) and City of Rialto's Transportation Analysis Guidelines, if a project generates less than 110 daily trips (from passenger vehicles), it can be screened out from conducting a VMT analysis, using the Small Project Screening criteria. The proposed project is consistent with the existing uses and is located in a low VMT generating zone per SBCTA VMT Evaluation Tool using the selected VMT per worker metric. See Attachment D

VMT Scoping

For projects that are not screened, identify the following:

- Travel Demand Forecasting Model Used None
- Attach SBCTA Screening VMT Assessment output or describe why it is not appropriate for use
- Attach proposed Model Land Use Inputs and Assumed Conversion Factors (attach)

Approved by:

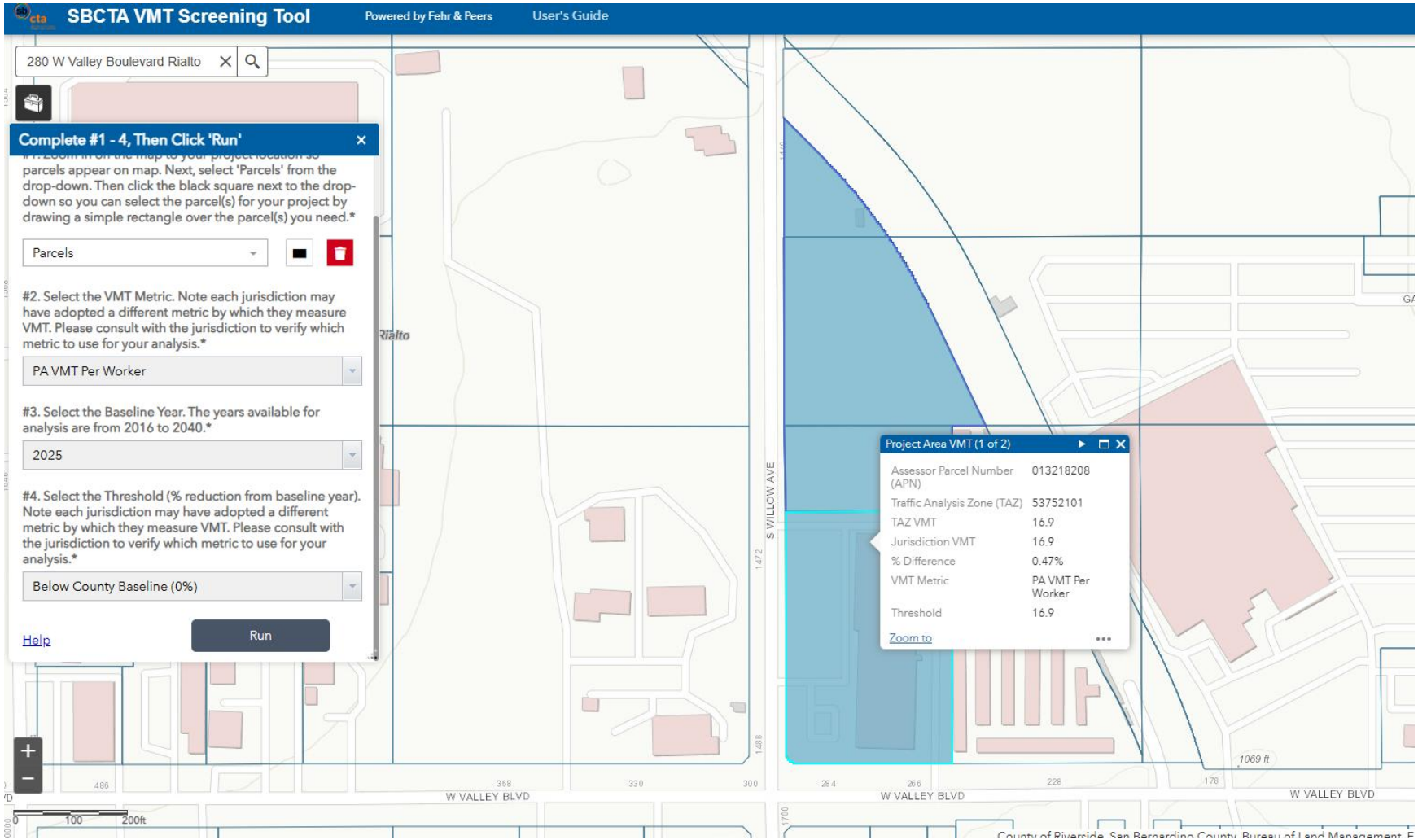
Public Works Department Date

NOTE:

The Applicant/Engineer acknowledges that the Scoping Agreement is intended to assist in the preparation of any required TIA. It is preliminary in nature and the City does not have sufficient data to determine the ultimate conditions that may be imposed for the project. It does not provide nor limit the requirements imposed on the Project but is intended only to provide initial input into the parameters for review of the traffic generated by the Project and the initial areas to be considered and studied. Subsequent changes to scope of required analysis to be included in the TIA may be required by the Transportation Commission, Planning Commission, and/or the City Council upon Public Works Director/City Engineer review and approval

Attachment D

SBCTA VMT Screening Summary for Project Site


SBCTA VMT Screening Tool
Powered by Fehr & Peers
User's Guide
280 W Valley Boulevard Rialto
Complete #1 - 4, Then Click 'Run'
parcels appear on map. Next, select 'Parcels' from the drop-down. Then click the black square next to the drop-down so you can select the parcel(s) for your project by drawing a simple rectangle over the parcel(s) you need.*
Parcels
#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
#3. Select the Baseline Year. The years available for analysis are from 2016 to 2040.*
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%)
Help
Run
Project Area VMT (1 of 2)
Assessor Parcel Number (APN) 013218208
Traffic Analysis Zone (TAZ) 53752101
TAZ VMT 16.9
Jurisdiction VMT 16.9
% Difference 0.47%
VMT Metric PA VMT Per Worker
Threshold 16.9
Zoom to
S WILLOW AVE
W VALLEY BLVD
1069 ft
0 100 200ft