



## 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 2024.

#### City of Rialto

#### Traffic Impact Analysis

#### Scoping Agreement

Case No. MC2025-0002 PPD2025-0002 CDP2025-0002 EAR2025-0001

Related Cases -

SP No. \_\_\_\_\_

EIR No. \_\_\_\_\_

GPA No. \_\_\_\_\_

ZC No. \_\_\_\_\_

Project Name: 2175 S Willow Avenue Truck and Trailer Storage Yard

Project Address: 2175 S Willow Avenue, Bloomington, CA, 92316

Project Description: Modification and consolidation of an existing 4.04-acre site that currently serves as two truck trailer storage sites into one site. An existing 5,800-square-foot maintenance and office building will remain in place.

#### Consultant

#### Developer

Name: Kimley Horn and Associates, Inc

Andrei Danshes

Address: 3801 University Ave, Suite 300, Riverside, CA 92501

800 Brickell Ave, Suite 904, Miami, FL 33131

Telephone: (951) 543-9868

(301) 633- 9555

Fax: \_\_\_\_\_

\_\_\_\_\_



**1. Trip Generation Source:** ITE Trip Generation Manual, 11th Edition (2021)

Existing GP Land Use General Industrial Proposed Land Use \_\_\_\_\_

Current Zoning: H-IND - Heavy Industrial Proposed Zoning: \_\_\_\_\_

Total Daily Project Trips: 17 - See Attachment B - Trip Generation Table

	Current Trip Generation			Proposed Trip Generation		
	In	Out	Total	In	Out	Total
AM Trips	<u>3</u>	<u>3</u>	<u>6</u>	<u>9</u>	<u>6</u>	<u>15</u>
PM Trips	<u>3</u>	<u>4</u>	<u>7</u>	<u>6</u>	<u>9</u>	<u>15</u>
Internal Trip Allowance	Yes	<u>No</u>	(_____ % Trip Discount)			
Pass-By Trip Allowance	Yes	<u>No</u>	(_____ % 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 N/A % S \_\_\_\_\_ % E \_\_\_\_\_ % W \_\_\_\_\_ %

(Detailed exhibits of trip distribution must be attached with Trucks as a separate exhibit)

### 3. Background Growth Traffic

Project Completion Year: \_\_\_\_\_ Annual Background Growth Rate: N/A %

Other Phase Years \_\_\_\_\_

Other area projects to be considered: N/A

(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: \_\_\_\_\_

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

- |               |           |
|---------------|-----------|
| 1. <u>N/A</u> | 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. <u>N/A</u> | 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?

N/A

YES

NO

If so, name of Jurisdiction: \_\_\_\_\_

**7. Site Plan** (please attach 11" x 17" legible copy) See Attachment A - Site Plan

**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.)

N/A

**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: N/A

**10. Active Transportation and Public Transportation**

Identify available Active Transportation and Public Transportation currently serving the site.

N/A

Does the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decreases the performance or safety of such facilities?

Yes \_\_\_\_\_ No \_\_\_\_\_



**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 \_\_\_\_\_

Scoping Agreement Submittal date \_\_\_\_\_

Scoping Agreement Resubmittal date \_\_\_\_\_

07/21/2025

Applicant/Engineer: Jacob Glaze P.E

Date

**Land Use Concurrence:**

1.23.25

Development Services Department

Date

**Approved by:**

7/21/2025

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.

**FOR CITY STAFF USE ONLY:**

TIA NEEDED: \_\_\_ YES X NO

INITIALS MDL



## 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:	MC2025-0002
Related Cases:	
SP No.	
EIR No.	
GPA No.	
CZ No.	
Project Name:	2175 S Willow Avenue Truck and Trailer Storage Yard
Project Address:	2175 S Willow Avenue, Bloomington, CA, 92316
Project Opening Year:	
Project Description:	Modification and consolidation of an existing 4.04-acre site that currently serves as two truck trailer storage sites into one site. An existing 5,800-square-foot maintenance and office building will remain in place.

	<b>Consultant:</b>	<b>Developer:</b>
Name:	Kimley Horn and Associates, Inc	Andrei Danshes
Address:	3801 University Ave, Suite 300, Riverside, CA 92501	800 Brickell Ave, Suite 904, Miami, FL 33131
Telephone:	(951) 543-9868	(301) 633- 9555
Fax/Email:		

### Trip Generation Information:

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

Current General Plan Land Use:	Proposed General Plan Land Use:
<u>General Industrial</u>	<u></u>
Current Zoning:	Proposed Zoning:
<u>H-IND Heavy Industrial</u>	<u></u>



	Existing Trip Generation			Proposed Trip Generation		
	In	Out	Total	In	Out	Total
AM Trips	3	3	6	9	6	15
PM Trips	3	4	7	6	9	15

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 Attachment B, the proposed project would generate a total of 117 daily trips before Passenger Car Equivalents (PCE) are applied. Per City of Rialto VMT Guidelines, a project's VMT impact based on trip generation is relative to the trips generated before application of PCE. Therefore, after subtracting the daily trip generation associated with the existing use (32 daily trips) the net project trip generation relative to VMT is 85 daily trips. As the City's threshold for a significant VMT impact is 110 daily trips, the project would not constitute a significant impact on the basis of VMT.

## VMT Scoping

For projects that are not screened, identify the following:

- Travel Demand Forecasting Model Used N/A
- 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:**

*Michael Lloyd*

7/21/2025

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

**FOR CITY STAFF USE ONLY:**

VMT ANALYSIS NEEDED: \_\_\_YES XNO

INITIALS MDL



July 21, 2025

Michael Lloyd, PE, TE, QSD/P  
Senior Engineer/Senior Project Manager - Transtech  
13367 Benson Avenue  
Chino, CA 91710

**Subject:**     *Level of Service (LOS) and Vehicle Miles Traveled (VMT) Screening Memorandum  
for the 2175 S. Willow Avenue Warehouse Project in the City of Rialto*

Dear Mr. Lloyd:

Kimley-Horn and Associates, Inc. has prepared a Level of Service (LOS) and Vehicle Miles Traveled (VMT) memorandum for the proposed 2175 S. Willow Avenue Project as part of the traffic study scoping process. This memorandum is based on the City of Rialto *Traffic Impact Analysis Guidelines for Vehicle Miles Traveled (VMT) and Level of Service (LOS) Assessment* (December 2024).

## **PROJECT DESCRIPTION**

The project site is located at 2175 S. Willow Avenue in the City of Rialto. The project site is bounded by S. Willow Avenue to the west and industrial uses to the north, south, and east. The project will involve the modification of an existing 4.04-acre site that currently serves two truck trailer storage sites. The proposed plan would consolidate the site into one uniform site. An existing 5,800-square-foot maintenance and office building will remain in place. However, it should be noted the existing truck trailer storage site was not properly entitled with the City. The most recent entitled land use on record is a horse carriage rental/storage facility. Per discussion with City staff, the entitled horse carriage facility will be used as the basis for existing trip generation.

The site is zoned as H-IND Heavy Industrial. A copy of the project site plan is provided on **Attachment A**. Vehicular access to the project site would be provided via two full-movement driveways on S. Willow Avenue.

## **TRIP GENERATION**

The trips expected to be generated by the warehouse component of the project were calculated using trip generation rates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11<sup>th</sup> Edition (2021). Trip rates are based on the following land use (LU) category:

- LU 150 – Warehousing



The trips expected to be generated by the truck parking component of the project were calculated using trip generation rates in the EPD Solutions *Truck Trailer Parking Trip Generation Study* (March 2023) for the following land use:

- Outdoor Shipping Container Storage

Although the proposed project site is currently occupied as a truck trailer storage site, per request from City staff the previously mentioned horse carriage facility was utilized as the existing land use for the purpose of trip generation calculation, in order to be consistent with the most recent land use category on record at the site. As ITE Trip Generation Manual, 11<sup>th</sup> Edition (2021) does not provide trip rates for this particular use, data collection was required to generate existing trip generation estimates. Traffic count worksheets are provided on **Attachment C**.

Driveway ingress and egress counts were collected at two existing horse carriage facilities in the Rialto area. The counts were collected in 15-minute increments for 24 consecutive hours on 2 separate weekdays at each location. The selected locations were:

- Dream Catchers Carriages – 17564 Santa Ana Avenue, Bloomington, CA 92316
- Cindy Cinderella Carriages – 5665 46<sup>th</sup> Street, Riverside, CA 92509

In order to determine existing trip generation, daily and peak hour (AM and PM volumes) were identified for each site on each day. The peak hour volumes for each day were determined by taking the highest-volume consecutive hour, while the daily volumes were determined by summing all volumes over the 24-hour period. The 4 total days of daily and peak hour data were averaged, to determine a representative existing daily, AM, and PM peak hour trip generation estimate for the horse carriage facility.

Trip generation estimates are provided on **Attachment B**. The proposed project is estimated to generate a net 190 trips on a daily basis, with 9 trips in the AM peak hour, and 8 trips in the PM peak hour.

## LEVEL OF SERVICE (LOS) SCREENING

Based on City of Rialto guidelines, certain types of projects are exempt from Traffic Impact Analysis (TIA) preparation based on their size, nature, or location. City guidelines present the following criteria:

“Any proposed use which can demonstrate, based on the most current Trip Generation Manual published by the Institute of Transportation Engineers (ITE), or other approved trip generation data, that there will be less than 50 vehicle trips during peak hours and no other operational concerns exist.”

Based on the project trip generation in Attachment B, the proposed project will not exceed the 50-trip threshold established by the City. Therefore, the project would be exempt from LOS analysis.

### **CEQA VEHICLE MILES TRAVELED (VMT) SCREENING**

Senate Bill 743 (SB 743) was approved by California legislature in September 2013. SB 743 requires changes to California Environmental Quality Act (CEQA), specifically directing the Governor's Office of Planning and Research (OPR) to develop alternative metrics to the use of vehicular "Level of Service" (LOS) for evaluating transportation projects. OPR has prepared a technical advisory ("OPR Technical Advisory") for evaluating transportation impacts in CEQA and has recommended that Vehicle Miles Traveled (VMT) replace LOS as the primary measure of transportation impacts. The Natural Resources Agency has adopted updates to CEQA Guidelines to incorporate SB 743 that requires VMT for the purposes of determining a significant transportation impact under CEQA.

The City of Rialto *Traffic Impact Analysis Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment* (LOS) (TIA Guidelines October 2021) provides details on appropriate screening thresholds that can be used to identify when a proposed land use project is anticipated to result in a less-than-significant impact without conducting a more detailed level analysis. Screening thresholds are broken down into the following three criteria:

1. Transit Priority Area (TPA) Screening
2. Low VMT Area Screening
3. Project Type Screening

Land development projects that meet one or more of the above screening thresholds may be presumed to create a less-than-significant impact on transportation and circulation. The screening thresholds were reviewed and evaluated for this project.

#### **Transit Priority Area (TPA) Screening**

A project located within a TPA as determined by the San Bernardino Transportation Analysis (SBTAM) VMT Screening would be considered to have a less-than-significant transportation impact. Based on the SBCTA VMT Screening Tool, the proposed project is not located within a TPA.

**The Transit Priority Area threshold is not met.**

### **Low VMT Generating Area**

A project located within a low VMT generating area as determined by the SBCTA VMT Screening Tool and the City's TIA guidelines would be considered to have a less-than-significant transportation impact. Based on the SBCTA VMT Screening Tool and the City's TIA guidelines, the proposed project is not located within a low VMT generating area. Results of the SBCTA VMT Screening Tool are provided in **Attachment D**.

**The Low VMT Generating Area threshold is not met.**

### **Project Type Screening**

The City's TIA Guidelines identify that the following project types would be presumed to have a less-than-significant VMT impact:

- Local-serving K-12 schools
- Local parks
- Day care centers
- Local-serving retail uses less than 50,000 square feet, including:
  - Gas stations
  - Banks
  - Restaurants
  - Shopping Center
- Local-serving hotels (e.g. non-destination hotels)
- Student housing projects on or adjacent to college campuses
- Local-serving assembly uses (places of worship, community organizations)
- Community institutions (Public libraries, fire stations, local government)
- Local-serving community colleges that are consistent with the assumptions noted in the RTP/SCS Affordable or supportive housing
- Assisted living facilities
- Senior housing as defined by the U.S. Department of Housing and Urban Development (HUD)
- Projects generating less than 110 daily vehicle trips
  - This generally corresponds to the following "typical" development potentials:
    - 11 single family housing units
    - 16 multi-family, condominiums, or townhouse housing units
    - 10,000 sq. ft. of office
    - 15,000 sq. ft. of light industrial
    - 63,000 sq. ft. of warehousing
    - 79,000 sq. ft. of high cube transload and short-term storage warehouse

Per Attachment B, the project is expected to generate a total of 117 daily trips before Passenger Car Equivalents (PCE) are applied. Per City of Rialto VMT Guidelines, a project's VMT impact based on trip generation is relative to the trips generated before application of PCE. Therefore, after subtracting the daily trip generation associated with the existing use (32 daily trips) the net project trip generation relative to VMT is 85 daily trips. As the City's threshold for a significant VMT impact is 110 daily trips, the project would not constitute a significant impact on the basis of VMT.

**The Project Type Screening threshold is met.**

### **FINDINGS AND CONCLUSIONS**

Based on the City of Rialto Traffic Impact Analysis Guidelines VMT and LOS (December 2024), the project would be screened out of LOS and VMT analysis.

Please call me if you have any questions or comments.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Jacob Glaze, P.E.  
P.E. No. 87934



The site plan illustrates the proposed development at 10000 10th Avenue. The plan includes the following details:

- Property Boundaries:** The site is bounded by 10th Avenue to the north, 11th Avenue to the south, and 100th Street to the east. The west boundary is the existing chain link fence.
- Proposed Buildings:**
  - Proposed Warehouse:** A large rectangular building with a gabled roof, located in the center of the site. It has a footprint of approximately 100' x 100'.
  - Proposed Office Building:** A smaller rectangular building located to the east of the warehouse. It has a footprint of approximately 20' x 30'.
  - Proposed Shop Building:** A rectangular building located to the south of the warehouse. It has a footprint of approximately 20' x 30'.
  - Proposed Warehouse:** A rectangular building located to the south of the shop building. It has a footprint of approximately 20' x 30'.
- Parking Areas:**
  - Proposed Parking:** A large paved area located to the west of the warehouse building, with a footprint of approximately 100' x 100'.
  - Proposed Parking:** A smaller paved area located to the east of the warehouse building, with a footprint of approximately 20' x 30'.
- Other Features:**
  - Proposed Driveway:** A driveway located to the west of the warehouse building, leading from 10th Avenue.
  - Proposed Fencing:** A chain link fence located to the west of the warehouse building, separating it from the existing parking area.
  - Proposed Landscaping:** Various trees and shrubs are shown throughout the site, including a large tree in the center and several smaller trees along the boundaries.
- Notes:**
  - "PROPOSED WAREHOUSE 100' X 100' - CITY CODE #17 RECOMBINE PROJECT"
  - "PROPOSED OFFICE BUILDING 20' X 30' - CITY CODE #17 RECOMBINE PROJECT"
  - "PROPOSED SHOP BUILDING 20' X 30' - CITY CODE #17 RECOMBINE PROJECT"
  - "PROPOSED WAREHOUSE 20' X 30' - CITY CODE #17 RECOMBINE PROJECT"
  - "PROPOSED PARKING 100' X 100' - CITY CODE #17 RECOMBINE PROJECT"
  - "PROPOSED DRIVEWAY 10' X 20' - CITY CODE #17 RECOMBINE PROJECT"
  - "PROPOSED FENCING 100' X 100' - CITY CODE #17 RECOMBINE PROJECT"
  - "PROPOSED LANDSCAPING 100' X 100' - CITY CODE #17 RECOMBINE PROJECT"

PROPERTY LINE  
ROAD CENTER LINE  
SETBACK  
PROPOSED LANDSCAPING  
PROPOSED "NO PARKING" ZONE

**DEVELOPER/OWNER**  
CITY OF SAN ANTONIO  
800 ARBELL DAMBERS  
2300 BRIDGES AVE., SUITE 904  
SAN ANTONIO, TX 78205  
(214) 435-8655

**CIVIL ENGINEER**  
CITY OF SAN ANTONIO  
P.O. BOX 1042  
1100 W. TOWN AND COUNTRY ROAD, SUITE 700  
SAN ANTONIO, TX 78205  
(714) 776-1374

**ARCHITECT**  
WE ARCHITECTS GROUP  
C/O SA SHERATA ASSOC. AIA  
1000 W. 14TH ST., SUITE 200  
SAN ANTONIO, TX 78205  
(214) 435-8655

49N	0554-041-39-0000	0554-041-39-0000	
	ZONE X - AREA OF MINIMAL FLOOD HAZARD		
	LAND USE:		
	LAND ZONE:		
	STREET CORNER:		
	BUILDING AREA:	478,569 S.F.	100.0%
	LANDSCAPE AREA:	1,414 S.F.	0.3%
	LANDSCAPE AREA:	10,863 S.F.	10.8%
	RED. LANDSCAPE AREA:	0 S.F.	0.0%
	STREET:	27'	
	RIGHT OF WAY:	60'	
	STREET LIGHT:	0'	

PARKING SUMMARY TABLE					REMARKS
STALL TYPE	SIZE	PROPOSED			
REGULAR STALLS	9'x20'	REGULAR STALLS	3 STALLS	12 STALLS	11 STALLS
		ADA STALLS	2 STALLS		
		EV CHARGE STALLS	5 STALLS		
	10'x22'	REGULAR STALLS	3 STALLS		
TRUCKER STALLS	12'x30'		50 STALLS	50 STALLS	—
	12'x32'		47 STALLS	47 STALLS	—
TRUCKER STALLS	12'x32'		47 STALLS	47 STALLS	—

**PERKINS INFORMATION NOTES:**

- \* PARKING REQUIREMENT IS 1 SPILL FOR EVERY 250 SF OF GROSS FLOOR AREA OF OFFICE SPACE AND 1,000 SF GROSS FLOOR AREA UP TO 100,000 SF OF GROSS FLOOR AREA.
- \* BUILDING SF FOR WAREHOUSE OR STORAGE ESTIMATED.
- \* PROPOSED GROSS FLOOR AREA IS ESTIMATED TO BE APPROXIMATELY 5,000 SF. PROPOSED OFFICE AREA IS APPROXIMATELY 1,500 SF.

DEDUCTIBLE HAVE YOU KNOWN THE POLICE/DOCS \_\_\_\_\_ DATE \_\_\_\_\_  
 RECOMMENDED FOR APPROVAL BY CITY PLAN CHECKER: \_\_\_\_\_  
 SIGNED BY CITY PLAN CHECKER \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY: \_\_\_\_\_

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160 TOWN & COUNTRY ROAD, SUITE 700, ORANGE, CALIFORNIA 92668  
PHONE: 714-808-1000 FAX: 714-808-9458

BENCH MARK: E.M. No. 005-89 ELEVATION= 1079.127

DESCRIPTION: CITY OF REALTO BRASS DISC SET IN NORTH END PCC DRAIN INLET 1 FOOT EAST OF CURB 23 FEET EAST OF THE CENTERLINE OF LILAC AVENUE, 71 FEET NORTH OF THE CENTERLINE OF VALLEYBOULEVARD

PPD No. 2025-0002 PLAN No.

C2.0  
OF C4.0 SHEETS

GRAPHIC SCALE IN FEET  
0 15 30 60

SCALE: 1" = 30'  
WHEN PRINTED AT FULL SIZE  
24"x36"



CALL-TOLL FREE  
811



1-800-422-4135  
OR

TWO MORE DAYS MORE, YOU SEE



**ATTACHMENT B**  
**SUMMARY OF PROJECT TRIP GENERATION**  
**BLOOMINGTON WAREHOUSE PROJECT**

ITE Land Use		ITE Code	Unit	Trip Generation Rates						
				Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Warehousing <sup>1</sup>		150	KSF	1,710	0.131	0.039	0.170	0.050	0.130	0.180
Outdoor Shipping Container Storage <sup>2</sup>		N/A	ACRE	30,700	1.110	0.860	1,970	0.960	1.110	2,070
EXISTING USE										
Project Land Use		Quantity	Unit	Trip Generation Estimates						
				Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Horse Carriage Services <sup>4</sup>		N/A	N/A	32	3	3	6	3	4	7
Existing Project Trips Subtotal				32	3	3	6	3	4	7
PROPOSED USE										
Project Land Use		Quantity	Unit	Trip Generation Estimates						
				Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Warehousing		5,800	KSF	10	1	0	1	0	1	1
Outdoor Shipping Container Storage <sup>2</sup>		3,470	ACRE	107	4	3	7	3	4	7
Proposed Project Trips Subtotal				117	5	3	8	3	5	8
Passenger Vehicles	35.77%			42	2	1	3	1	2	3
Trucks	64.22%			75	3	2	5	2	3	5
Passenger Car Equivalents (PCE)										
Vehicle Type	Vehicle Mix <sup>3</sup>	Daily Vehicles	PCE Factor	Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Passenger Vehicles	35.77%	42	1.0	42	2	1	3	1	2	3
2-Axle Trucks	11.09%	13	1.5	19	1	0	1	0	1	1
3-Axle Trucks	21.84%	25	2.0	51	2	1	3	1	2	3
4+ Axle Trucks	31.29%	37	3.0	110	5	3	8	3	5	8
Total Truck PCE Trips				180	8	5	12	5	8	12
Total Project PCE Trips				222	9	6	15	6	9	15
Total Net PCE Trip Generation				190	6	3	9	3	5	8

<sup>1</sup> Source: Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition

<sup>2</sup> Trip rates from the EPD Solutions *Truck Trailer Parking Trip Generation Study* (March 2023)

<sup>3</sup> Truck mix percentages from the SCAQMD *High-Cube Warehouse Vehicle Trip Generation Analysis* (2016)

<sup>4</sup> Trip rates calculated using data collected for two full days from two sites with similar land use (June 2025)

PCE = Passenger Car Equivalent

KSF = Thousand Square Feet

# ATTACHMENT C

## 24 Hour Driveway Counts

LOCATION: 17564 Santa Ana Avenue  
 Dream Catchers Carriages  
 CITY: County of San Bernardino

DATE: 6/25/2025  
 DAY: Wednesday

AM PERIOD				PM PERIOD			
Time	Entering	Exiting	TOTAL	Time	Entering	Exiting	TOTAL
0:00	0	0	0	12:00	1	2	3
0:15	0	0	0	12:15	0	0	0
0:30	0	0	0	12:30	2	1	3
0:45	0	0	0	12:45	1	0	1
1:00	0	0	0	13:00	0	1	1
1:15	0	0	0	13:15	0	0	0
1:30	0	0	0	13:30	0	0	0
1:45	0	0	0	13:45	0	1	1
2:00	0	0	0	14:00	0	1	1
2:15	0	0	0	14:15	0	0	0
2:30	0	0	0	14:30	1	0	1
2:45	0	0	0	14:45	1	0	1
3:00	0	0	0	15:00	0	1	1
3:15	0	0	0	15:15	1	1	2
3:30	0	0	0	15:30	0	0	0
3:45	0	0	0	15:45	1	0	1
4:00	0	0	0	16:00	1	0	1
4:15	0	0	0	16:15	0	0	0
4:30	0	0	0	16:30	1	0	1
4:45	0	0	0	16:45	0	1	1
5:00	0	0	0	17:00	2	0	2
5:15	0	0	0	17:15	2	2	4
5:30	0	0	0	17:30	1	0	1
5:45	0	0	0	17:45	0	2	2
6:00	0	0	0	18:00	1	0	1
6:15	0	0	0	18:15	1	1	2
6:30	0	0	0	18:30	1	2	3
6:45	0	0	0	18:45	0	0	0
7:00	0	0	0	19:00	0	2	2
7:15	0	0	0	19:15	0	0	0
7:30	0	0	0	19:30	0	1	1
7:45	0	0	0	19:45	0	1	1
8:00	0	0	0	20:00	0	0	0
8:15	1	0	1	20:15	1	2	3
8:30	0	0	0	20:30	0	1	1
8:45	1	0	1	20:45	0	0	0
9:00	0	0	0	21:00	0	0	0
9:15	1	4	5	21:15	0	0	0
9:30	1	0	1	21:30	0	0	0
9:45	0	0	0	21:45	0	0	0
10:00	1	0	1	22:00	0	0	0
10:15	1	0	1	22:15	0	0	0
10:30	0	0	0	22:30	0	0	0
10:45	0	1	1	22:45	0	0	0
11:00	0	0	0	23:00	0	0	0
11:15	0	0	0	23:15	0	0	0
11:30	0	0	0	23:30	0	0	0
11:45	1	0	1	23:45	0	0	0
AM TOTAL	7	5	12	PM TOTAL	19	23	42
				24 HOUR TOTAL	26	28	54

# AM PEAK PERIOD

Time	Entering	Exiting	TOTAL
0:00			
0:15			
0:30			
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	0	0	0
6:15	0	0	0
6:30	0	0	0
6:45	0	0	0
7:00	0	0	0
7:15	0	0	0
7:30	0	0	0
7:45	0	0	0
8:00	0	0	0
8:15	1	0	1
8:30	1	0	1
8:45	2	0	2
9:00	2	0	2
9:15	2	4	6
9:30	3	4	7
9:45	2	4	6
10:00	3	4	7
10:15	3	0	3
10:30	2	0	2
10:45	2	1	3
11:00	1	1	2
11:15	0	1	1
11:30	0	1	1
11:45	1	0	1
PEAK HOUR	3	4	7

# PM PEAK PERIOD

Time	Entering	Exiting	TOTAL
12:00			
12:15			
12:30			
12:45	4	3	7
13:00	3	2	5
13:15	3	2	5
13:30	1	1	2
13:45	0	2	2
14:00	0	2	2
14:15	0	2	2
14:30	1	2	3
14:45	2	1	3
15:00	2	1	3
15:15	3	2	5
15:30	2	2	4
15:45	2	2	4
16:00	3	1	4
16:15	2	0	2
16:30	3	0	3
16:45	2	1	3
17:00	3	1	4
17:15	5	3	8
17:30	5	3	8
17:45	5	4	9
18:00	4	4	8
18:15	3	3	6
18:30	3	5	8
18:45	3	3	6
19:00	2	5	7
19:15	1	4	5
19:30	0	3	3
19:45	0	4	4
20:00	0	2	2
20:15	1	4	5
20:30	1	4	5
20:45	1	3	4
21:00	1	3	4
21:15	0	1	1
21:30	0	0	0
21:45	0	0	0
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	0	0	0
23:00	0	0	0
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0
PEAK HOUR	5	5	9



## 24 Hour Driveway Counts

LOCATION: 17564 Santa Ana Avenue  
 Dream Catchers Carriages  
 CITY: County of San Bernardino

DATE: 6/26/2025  
 DAY: Thursday

AM PERIOD			
Time	Entering	Exiting	TOTAL
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	1	1
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	0	0	0
6:15	0	0	0
6:30	0	0	0
6:45	0	0	0
7:00	0	0	0
7:15	0	0	0
7:30	0	1	1
7:45	0	0	0
8:00	0	0	0
8:15	0	0	0
8:30	0	0	0
8:45	1	0	1
9:00	0	1	1
9:15	0	0	0
9:30	0	0	0
9:45	2	0	2
10:00	0	0	0
10:15	0	2	2
10:30	0	0	0
10:45	0	0	0
11:00	1	0	1
11:15	0	0	0
11:30	0	0	0
11:45	0	1	1

AM TOTAL      4      6      10

PM PERIOD			
Time	Entering	Exiting	TOTAL
12:00	0	0	0
12:15	2	0	2
12:30	0	1	1
12:45	0	0	0
13:00	0	0	0
13:15	1	0	1
13:30	2	0	2
13:45	2	4	6
14:00	1	0	1
14:15	2	1	3
14:30	0	3	3
14:45	1	1	2
15:00	2	0	2
15:15	0	1	1
15:30	0	0	0
15:45	0	1	1
16:00	0	1	1
16:15	0	0	0
16:30	0	0	0
16:45	0	0	0
17:00	1	0	1
17:15	0	0	0
17:30	0	0	0
17:45	0	0	0
18:00	2	1	3
18:15	0	0	0
18:30	0	0	0
18:45	1	0	1
19:00	0	1	1
19:15	1	1	2
19:30	1	0	1
19:45	0	1	1
20:00	0	0	0
20:15	1	0	1
20:30	1	1	2
20:45	0	0	0
21:00	0	0	0
21:15	1	0	1
21:30	0	0	0
21:45	1	2	3
22:00	0	0	0
22:15	0	2	2
22:30	0	0	0
22:45	0	0	0
23:00	0	0	0
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0

PM TOTAL      23      22      45

24 HOUR TOTAL      27      28      55

**AM PEAK PERIOD**

Time	Entering	Exiting	TOTAL
0:00			
0:15			
0:30			
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	1	1
4:30	0	1	1
4:45	0	1	1
5:00	0	1	1
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	0	0	0
6:15	0	0	0
6:30	0	0	0
6:45	0	0	0
7:00	0	0	0
7:15	0	0	0
7:30	0	1	1
7:45	0	1	1
8:00	0	1	1
8:15	0	1	1
8:30	0	0	0
8:45	1	0	1
9:00	1	1	2
9:15	1	1	2
9:30	1	1	2
9:45	2	1	3
10:00	2	0	2
10:15	2	2	4
10:30	2	2	4
10:45	0	2	2
11:00	1	2	3
11:15	1	0	1
11:30	1	0	1
11:45	1	1	2
Peak Hour	2	2	4

**PM PEAK PERIOD**

Time	Entering	Exiting	TOTAL
12:00			
12:15			
12:30			
12:45	2	1	3
13:00	2	1	3
13:15	1	1	2
13:30	3	0	3
13:45	5	4	9
14:00	6	4	10
14:15	7	5	12
14:30	5	8	13
14:45	4	5	9
15:00	5	5	10
15:15	3	5	8
15:30	3	2	5
15:45	2	2	4
16:00	0	3	3
16:15	0	2	2
16:30	0	2	2
16:45	0	1	1
17:00	1	0	1
17:15	1	0	1
17:30	1	0	1
17:45	1	0	1
18:00	2	1	3
18:15	2	1	3
18:30	2	1	3
18:45	3	1	4
19:00	1	1	2
19:15	2	2	4
19:30	3	2	5
19:45	2	3	5
20:00	2	2	4
20:15	2	1	3
20:30	2	2	4
20:45	2	1	3
21:00	2	1	3
21:15	2	1	3
21:30	1	0	1
21:45	2	2	4
22:00	2	2	4
22:15	1	4	5
22:30	1	4	5
22:45	0	2	2
23:00	0	2	2
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0
Peak Hour	7	8	13

## 24 Hour Driveway Counts

LOCATION: 4665 46th Street  
Cindy Cinerella Carriages  
CITY: Jurupa Valley

DATE: 6/25/2025  
DAY: Wednesday

AM PERIOD			
Time	Entering	Exiting	TOTAL
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	0	0	0
6:15	0	0	0
6:30	0	0	0
6:45	0	0	0
7:00	0	0	0
7:15	0	0	0
7:30	0	0	0
7:45	0	0	0
8:00	0	0	0
8:15	0	0	0
8:30	0	0	0
8:45	2	0	2
9:00	0	0	0
9:15	1	0	1
9:30	0	1	1
9:45	1	1	2
10:00	1	0	1
10:15	0	0	0
10:30	0	1	1
10:45	0	0	0
11:00	0	0	0
11:15	0	0	0
11:30	0	0	0
11:45	0	0	0

AM TOTAL      5      3      8

PM PERIOD			
Time	Entering	Exiting	TOTAL
12:00	0	1	1
12:15	0	1	1
12:30	0	0	0
12:45	0	0	0
13:00	0	0	0
13:15	0	0	0
13:30	0	0	0
13:45	0	0	0
14:00	0	0	0
14:15	0	0	0
14:30	0	0	0
14:45	0	0	0
15:00	0	0	0
15:15	0	0	0
15:30	0	0	0
15:45	0	0	0
16:00	0	0	0
16:15	0	0	0
16:30	0	0	0
16:45	0	0	0
17:00	0	0	0
17:15	0	0	0
17:30	0	0	0
17:45	0	0	0
18:00	0	0	0
18:15	0	0	0
18:30	0	0	0
18:45	0	0	0
19:00	0	0	0
19:15	0	0	0
19:30	0	0	0
19:45	0	0	0
20:00	0	0	0
20:15	0	0	0
20:30	0	0	0
20:45	0	0	0
21:00	0	0	0
21:15	0	0	0
21:30	0	0	0
21:45	0	0	0
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	0	0	0
23:00	0	0	0
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0

PM TOTAL      0      2      2

24 HOUR TOTAL      5      5      10

**AM PEAK PERIOD**

Time	Entering	Exiting	TOTAL
0:00			
0:15			
0:30			
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	0	0	0
6:15	0	0	0
6:30	0	0	0
6:45	0	0	0
7:00	0	0	0
7:15	0	0	0
7:30	0	0	0
7:45	0	0	0
8:00	0	0	0
8:15	0	0	0
8:30	0	0	0
8:45	2	0	2
9:00	2	0	2
9:15	3	0	3
9:30	3	1	4
9:45	2	2	4
10:00	3	2	5
10:15	2	2	4
10:30	2	2	4
10:45	1	1	2
11:00	0	1	1
11:15	0	1	1
11:30	0	0	0
11:45	0	0	0
Peak Hour	3	2	5

**PM PEAK PERIOD**

Time	Entering	Exiting	TOTAL
12:00			
12:15			
12:30			
12:45	0	2	2
13:00	0	1	1
13:15	0	0	0
13:30	0	0	0
13:45	0	0	0
14:00	0	0	0
14:15	0	0	0
14:30	0	0	0
14:45	0	0	0
15:00	0	0	0
15:15	0	0	0
15:30	0	0	0
15:45	0	0	0
16:00	0	0	0
16:15	0	0	0
16:30	0	0	0
16:45	0	0	0
17:00	0	0	0
17:15	0	0	0
17:30	0	0	0
17:45	0	0	0
18:00	0	0	0
18:15	0	0	0
18:30	0	0	0
18:45	0	0	0
19:00	0	0	0
19:15	0	0	0
19:30	0	0	0
19:45	0	0	0
20:00	0	0	0
20:15	0	0	0
20:30	0	0	0
20:45	0	0	0
21:00	0	0	0
21:15	0	0	0
21:30	0	0	0
21:45	0	0	0
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	0	0	0
23:00	0	0	0
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0
Peak Hour	0	2	2

## 24 Hour Driveway Counts

LOCATION: 4665 46th Street  
Cindy Cinerella Carriages  
CITY: Jurupa Valley

DATE: 6/26/2025  
DAY: Thursday

AM PERIOD			
Time	Entering	Exiting	TOTAL
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	0	0	0
6:15	0	0	0
6:30	0	0	0
6:45	0	0	0
7:00	0	0	0
7:15	1	0	1
7:30	0	0	0
7:45	0	0	0
8:00	0	1	1
8:15	0	0	0
8:30	0	0	0
8:45	0	0	0
9:00	0	0	0
9:15	0	0	0
9:30	0	0	0
9:45	0	0	0
10:00	0	0	0
10:15	0	0	0
10:30	0	0	0
10:45	0	0	0
11:00	1	1	2
11:15	1	1	2
11:30	0	0	0
11:45	0	0	0

AM TOTAL      3      3      6

PM PERIOD			
Time	Entering	Exiting	TOTAL
12:00	0	0	0
12:15	0	0	0
12:30	0	0	0
12:45	0	0	0
13:00	0	0	0
13:15	0	0	0
13:30	0	0	0
13:45	0	0	0
14:00	0	0	0
14:15	0	0	0
14:30	1	0	1
14:45	0	1	1
15:00	0	0	0
15:15	0	0	0
15:30	0	0	0
15:45	0	0	0
16:00	0	1	1
16:15	0	0	0
16:30	0	0	0
16:45	0	0	0
17:00	0	0	0
17:15	0	0	0
17:30	1	0	1
17:45	0	0	0
18:00	0	0	0
18:15	0	0	0
18:30	0	0	0
18:45	0	0	0
19:00	0	0	0
19:15	0	0	0
19:30	0	0	0
19:45	0	0	0
20:00	0	0	0
20:15	0	0	0
20:30	0	0	0
20:45	0	0	0
21:00	0	0	0
21:15	0	0	0
21:30	0	0	0
21:45	0	0	0
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	0	0	0
23:00	0	0	0
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0

PM TOTAL      2      2      4

24 HOUR TOTAL      5      5      10

**AM PEAK PERIOD**

Time	Entering	Exiting	TOTAL
0:00			
0:15			
0:30			
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	0	0	0
6:15	0	0	0
6:30	0	0	0
6:45	0	0	0
7:00	0	0	0
7:15	1	0	1
7:30	1	0	1
7:45	1	0	1
8:00	1	1	2
8:15	0	1	1
8:30	0	1	1
8:45	0	1	1
9:00	0	0	0
9:15	0	0	0
9:30	0	0	0
9:45	0	0	0
10:00	0	0	0
10:15	0	0	0
10:30	0	0	0
10:45	0	0	0
11:00	1	1	2
11:15	2	2	4
11:30	2	2	4
11:45	2	2	4
Peak Hour	2	2	4

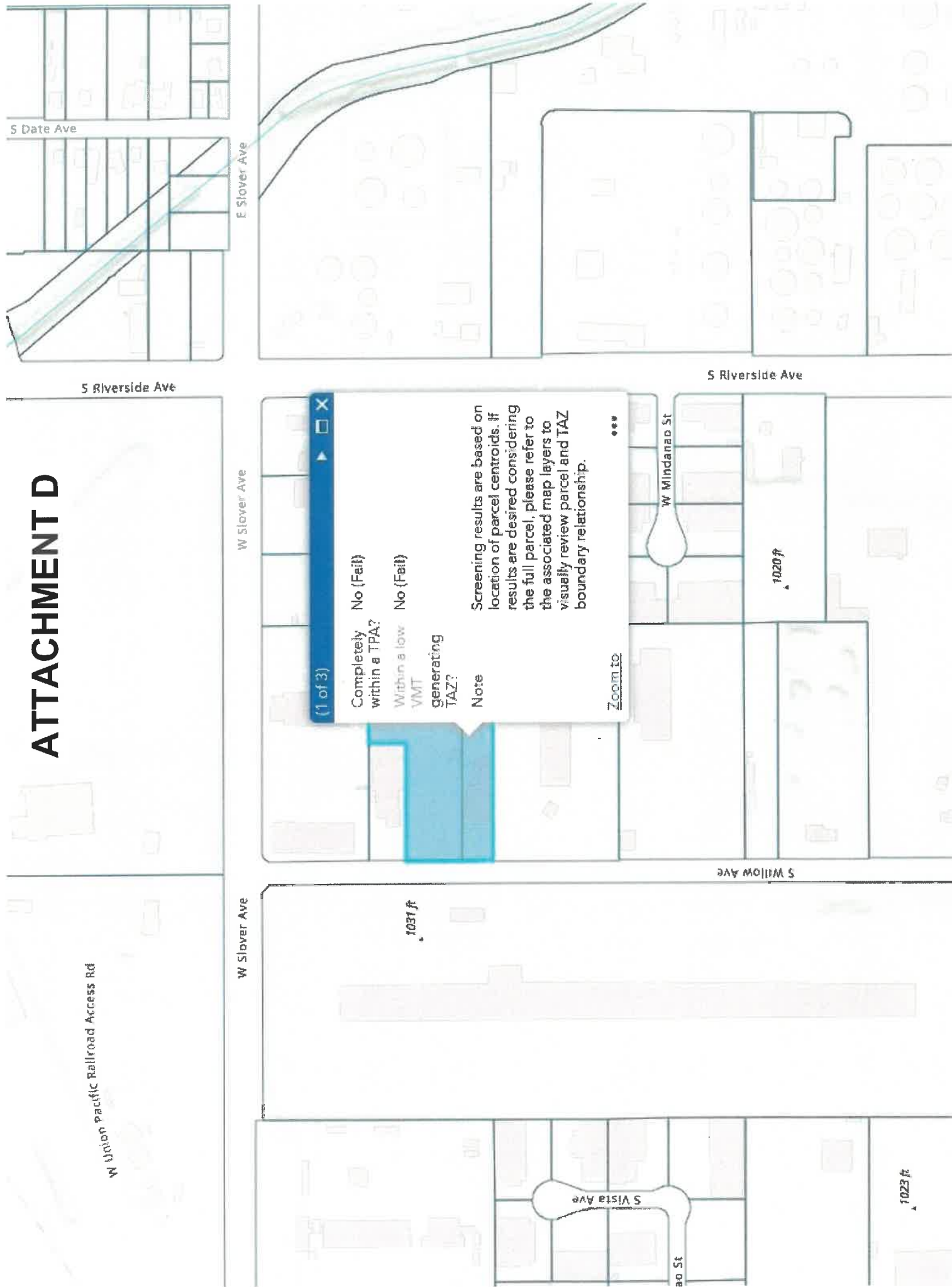
**PM PEAK PERIOD**

Time	Entering	Exiting	TOTAL
12:00			
12:15			
12:30			
12:45	0	0	0
13:00	0	0	0
13:15	0	0	0
13:30	0	0	0
13:45	0	0	0
14:00	0	0	0
14:15	0	0	0
14:30	1	0	1
14:45	1	1	2
15:00	1	1	2
15:15	1	1	2
15:30	0	1	1
15:45	0	0	0
16:00	0	1	1
16:15	0	1	1
16:30	0	1	1
16:45	0	1	1
17:00	0	0	0
17:15	0	0	0
17:30	1	0	1
17:45	1	0	1
18:00	1	0	1
18:15	1	0	1
18:30	0	0	0
18:45	0	0	0
19:00	0	0	0
19:15	0	0	0
19:30	0	0	0
19:45	0	0	0
20:00	0	0	0
20:15	0	0	0
20:30	0	0	0
20:45	0	0	0
21:00	0	0	0
21:15	0	0	0
21:30	0	0	0
21:45	0	0	0
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	0	0	0
23:00	0	0	0
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0
Peak Hour	1	1	2

Horse Carriage Ride Services Trip Generation Rates									
		AM PEAK PERIOD			PM PEAK PERIOD			Daily	
		IN	OUT	TOTAL	IN	OUT	TOTAL		
Jurupa Valley	25-Jun	3	2	5	0	2	2	10	
	26-Jun	2	2	4	1	1	2	10	
San Bernardino	25-Jun	3	4	7	5	5	9	54	
	26-Jun	2	2	4	7	8	13	55	
Average		2.5	2.5	5	3.25	4	6.5	32.25	
		3	3	6	3	4	7	32	



# ATTACHMENT D





W Union Pacific Railroad Access Rd

W Slover Ave

1031 ft

S Vista Ave

St

1023 ft

S Willow Ave

W Slover Ave

(2 of 3)

Assessor Parcel Number (APN)	025804129
Traffic Analysis Zone (TAZ)	53749301
TAZ VMT	46.3
Jurisdiction VMT	28.5
% Difference	62.67%
VMT Metric	OD VMT Per Service Population
Threshold	28.5

Zoom to

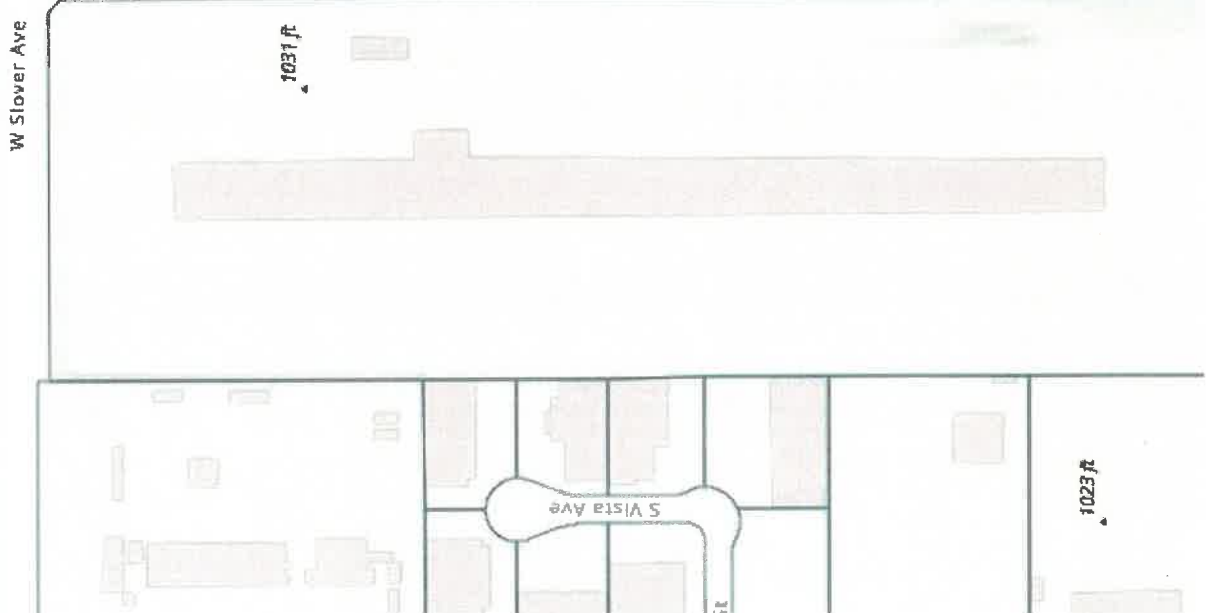
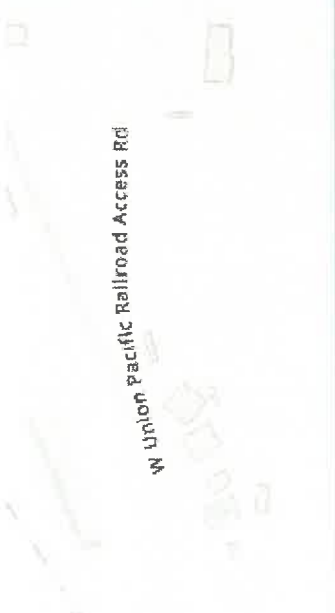
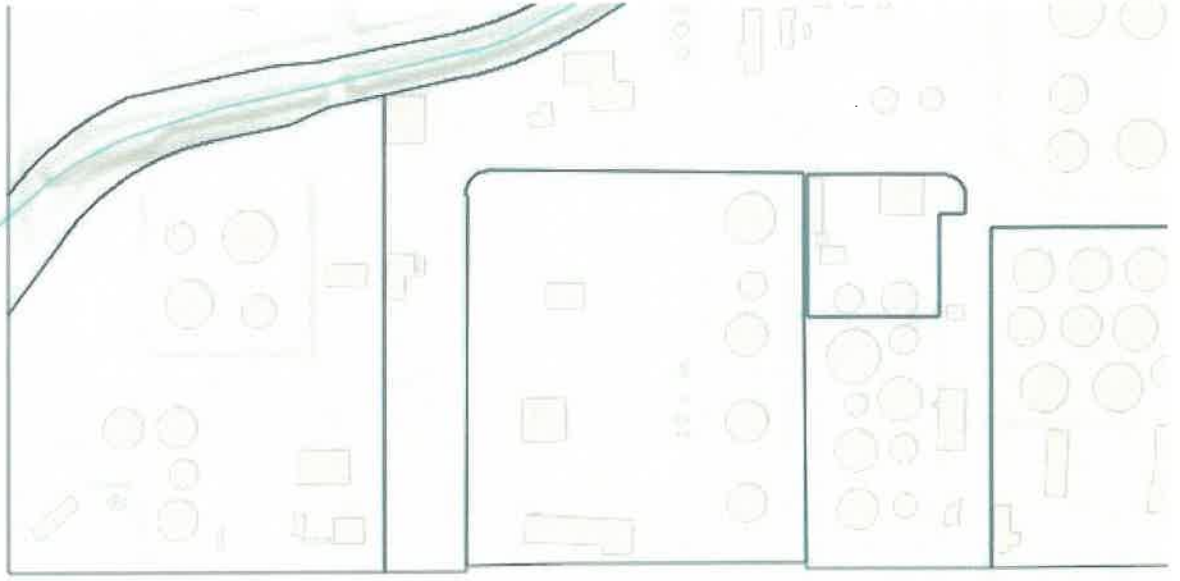
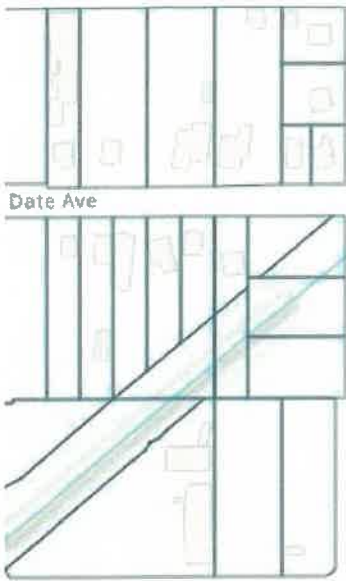
W Mindanao St

1020 ft

S Riverside Ave

S Date Ave

E Slover Ave



(3 of 3)

Assessor Parcel Number (APN)	025804128
Traffic Analysis Zone (TAZ)	53749301
TAZ VMT	46.3
Jurisdiction VMT	28.5
% Difference	62.67%
VMT Metric	OD VMT Per Service Population
Threshold	28.5

Zoom to