CARLSBAD
CLOVIS
IRVINE
LOS ANGELES
PALM SPRINGS
POINT RICHMOND
RIVERSIDE
ROSEVILLE
SAN LUIS OBISPO

February 27, 2024

Justin Schlaefli
City Traffic Engineer; City of Rialto
150 S. Palm Avenue
Rialto, CA 92376

Subject: Rialto Industrial Project Traffic Memorandum (LSA Project No. 20241529)

Dear Justin:

LSA Associates, Inc. (LSA) has prepared this Trip Generation and Vehicle Miles Traveled (VMT) Analysis memorandum (Memo) for the proposed Industrial Project (project) in the City of Rialto (City). The project consists of a 23,112 square-foot (sf) warehouse building with two dock doors, inclusive of 4,000 square feet of office space. The project would be located on a vacant parcel at the southwest corner of Valley Boulevard and Lilac Avenue. Access to the project would be provided through a right in right out (RIRO) driveway along Valley Boulevard, and a full access driveway on Lilac Avenue. The project is consistent with the City's General Plan land use and zoning designation**.** Figure 1 (all figures and tables attached) illustrates the regional and project location. Figure 2 illustrates the conceptual site plan for the project.

The objectives of this Memo are as follows:

- To estimate the trip generation for the proposed project and determine whether a detailed Level of Services (LOS) analysis will be required for the project;
- To determine whether a detailed VMT analysis will be required for the proposed project, and;
- To evaluate the projects potential impact on Active Transportation and Public Transit.

TRIP GENERATION ANALYSIS

The City of Rialto uses *Traffic Impact Analysis (TIA) Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment (LOS)* (TIA Guidelines), dated October 2021, for traffic analysis purposes. According to the City's TIA Guidelines, a detailed LOS study may not be required if the project is estimated to generate less than 50 peak hour trips.

Trip generation for the project was developed using rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition) for Land Use 150 – "Warehousing, Setting/Location: General Urban/Suburban". Project trips were converted to trucks and passenger vehicles based on the City's TIA Guidelines which is consistent with the South Coast Air Quality Management District (SCAQMD) recommendations for warehousing projects. As such, as recommended in the City's TIA Guidelines, 40 percent of project traffic have been considered to be trucks. Additionally, as recommended in the City's TIA Guidelines, out of all truck trips, the truck mix

was considered as 70 percent of 4- or more axle, 28 percent 3-axle, and 2 percent 2-axle trucks. Additionally, all truck trips were converted to passenger car equivalents (PCEs) using a 1.5 PCE factor for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for 4- and more axle trucks.

Table A summarizes the project trip generation and shows that the proposed project is anticipated to generate 5 PCE trips in the a.m. peak hour, 5 PCE trips in the p.m. peak hour, and 65 daily PCE trips.

As per the City's TIA Guidelines, a LOS analysis may not be required for a project if it generates less than 50 peak hour trips. Since the anticipated number of peak hour trips generated by the proposed project is less than the 50-trip threshold established by the City's TIA Guidelines, a detailed LOS analysis may not be required for this project.

VEHICLE MILES TRAVELED ANALYSIS

On December 28, 2018, the California Office of Administrative Law cleared the revised California Environmental Quality Act (CEQA) Guidelines for use. Among the changes to the guidelines was the removal of vehicle delay and level of service as the sole basis of determining CEQA impacts. With the implementation of the adopted guidelines, transportation impacts are to be evaluated based on a project's effect on VMT. The City's TIA Guidelines includes significance thresholds, requirements, recommended methodologies, and procedures for VMT analysis for projects within the City.

Project Type Screening

According to the City's TIA Guidelines, certain land uses in addition to local serving retail may be presumed to have a less than significant impact absent substantial evidence to the contrary. This criterion may include uses generating less than 110 daily vehicle trips, subject to the discretion of the City.

As shown in previously referenced Table A, the project is anticipated to generate 39 total daily trips, which is lower compared to the City's daily trip threshold of 110 daily trips. Therefore, based on the City's TIA Guidelines, the project could be potentially screened out from a detailed VMT analysis and is anticipated to have a less than significant VMT impact.

ACTIVE TRANSPORTATION AND PUBLIC TRANSIT ANALYSIS

According to the City's TIA Guidelines, a significant impact occurs when a project conflicts with adopted plans, policies, or programs regarding active transportation or public transit facilities, or otherwise decreases the performance or safety of such facilities.

Currently, there are no existing bicycle facilities adjacent to project site. Based on the City's *Active Transportation Plan* (ATP), dated March 2020, there is an existing Class III Bike Route half a mile to the east traveling north on Riverside Avenue as well as a proposed Class II Bike Lane project on Valley Boulevard. The project is not proposing any alteration/modification of the existing or proposed bike facilities. As such, the project will not decrease the performance or safety of any existing or proposed bicycle facilities.

According to the City's ATP, the plan seeks to provide and promote pedestrian and bicyclist friendly environments including streets, sidewalks, and pathways to act as a fundamental element of the City's pedestrian network. Within the project vicinity, there are no paved and continuous sidewalks with curb gutters present along the frontage of both Valley Boulevard and Lilac Avenue. The project will be providing new sidewalk along the entire project frontage, which will enhance sidewalk connectivity within the project vicinity. As such, the project will increase the performance or safety of the existing pedestrian facilities near the project frontage.

Omnitrans is the public transit agency serving the San Bernardino Valley, providing safe, reliable, affordable, friendly, and environmentally responsible transportation. Omnitrans fixed bus route 22 operates within a half mile of the project vicinity. It provides services with bus stops located on Riverside Avenue. Route 22 connects West Colton to Sierra Heights on Monday through Sunday with an average of 60-minute headways. At present, there are no proposed service changes in Omnitrans' transit network or Metrolink's network due to implementation of the project. As such, the project will not decrease the performance or safety of any existing or proposed public transit facilities.

As summarized above, the project does not conflict with any existing or proposed bicycle, pedestrian, and public transit facilities. Therefore, it can be considered to conform to all adopted policies, plans, or programs concerning these facilities and will not have a significant impact.

If you have any questions, please do not hesitate to contact me at (951) 781-9310 or Ambarish.Mukherjee@lsa.net.

Sincerely,

LSA

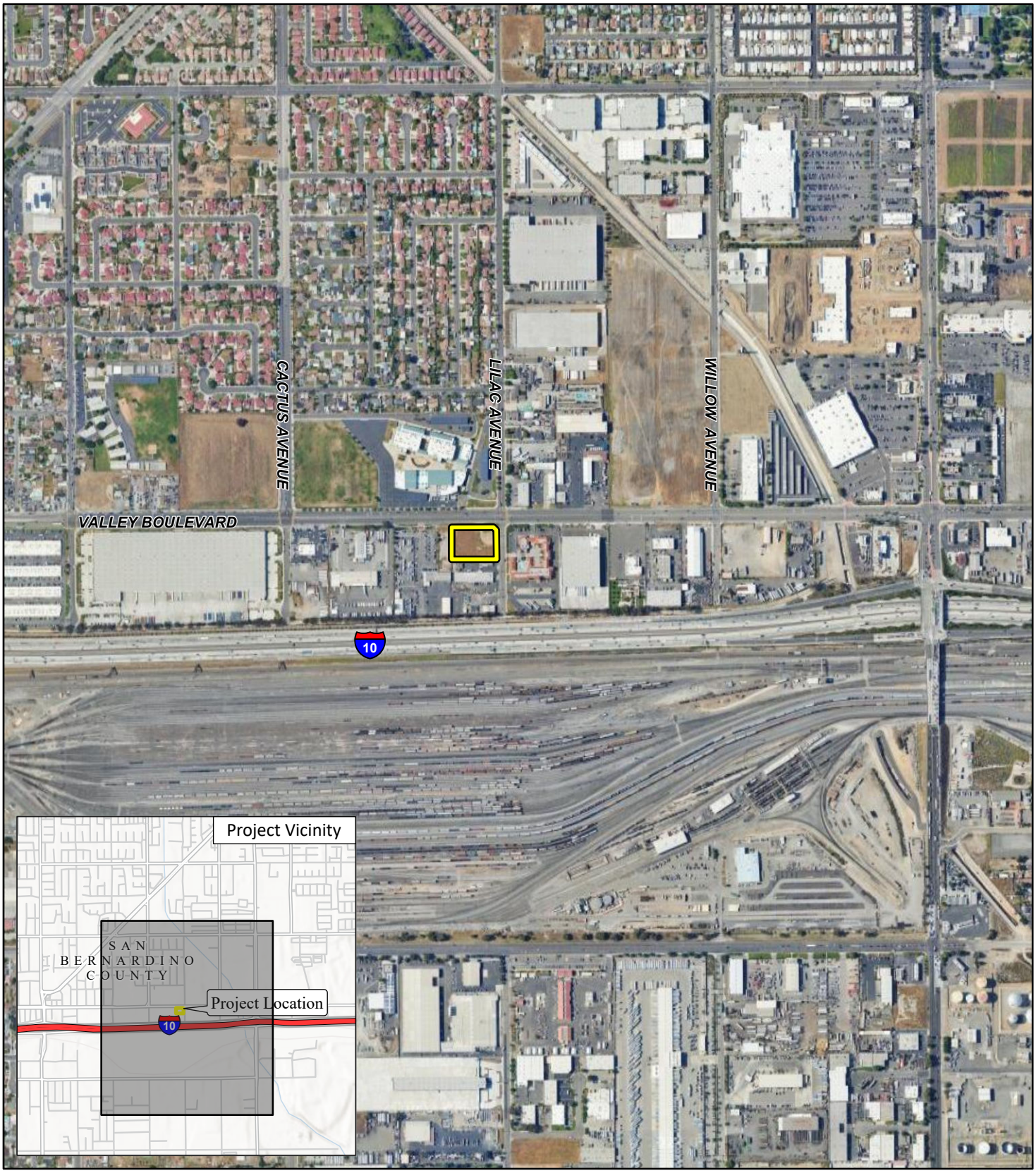
A. Mukherjee

Ambarish Mukherjee, AICP, PE
Principal

Attachments:

- Figure 1: Regional and Project Location
- Figure 2: Conceptual Site Plan
- Table A: Project Trip Generation

FIGURES



LSA

Project Location

FIGURE 1

N

0 400 800

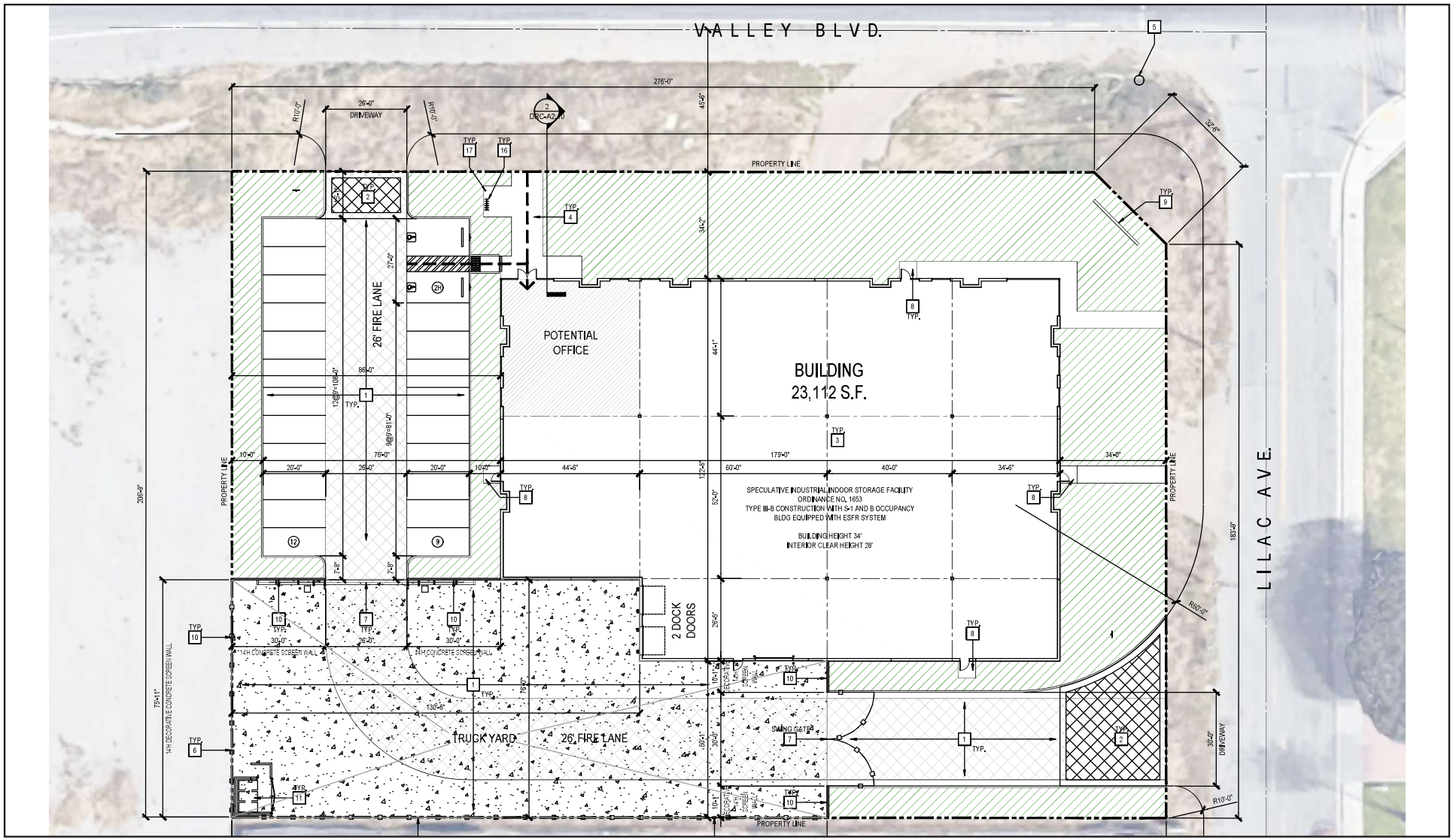
FEET

Rialto Industrial Project
Trip Generation and VMT Memorandum

Regional and Project Location

SOURCE: ESRI Streetmap, 2021, Google Maps Satellite, 2023

P:\20241529\Tech studies\Traffic\GIS\Rialto Industrial Project\Rialto Industrial Project.aprx (2/19/2024)



LSA

FIGURE 2

N

0 25 50

FEET

Rialto Industrial Project
Trip Generation and VMT Memorandum

Conceptual Site Plan

SOURCE: Steve K Hong Architect, December 2023

P:\20241529\Tech studies\Traffic\\G\fig2_Siteplan.ai (2/15/2024)

TABLES

LSA

Table A - Project Trip Generation

Land Uses	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
Warehouse[1]								
	23.112 TSF							
Trips/Unit (Cars)		0.077	0.025	0.102	0.030	0.078	0.108	1.026
Trips/Unit (2-Axle Trucks)		0.001	0.000	0.001	0.000	0.001	0.001	0.014
Trips/Unit (3-Axle Trucks)		0.015	0.004	0.019	0.006	0.014	0.020	0.192
Trips/Unit (4+ Axle Trucks)		0.037	0.011	0.048	0.014	0.037	0.051	0.478
Trips/Unit (Total)		0.130	0.040	0.170	0.050	0.130	0.180	1.710
Trip Generation (Cars)		2	0	2	1	1	2	24
Trip Generation (2-Axle Trucks)		0	0	0	0	0	0	0
Trip Generation (3-Axle Trucks)		0	0	0	0	0	0	4
Trip Generation (4+ Axle Trucks)		1	0	1	0	1	1	11
Trip Generation (Total)		3	0	3	1	2	3	39
Trip Generation (Cars)		2	0	2	1	1	2	24
PCE Trip Generation (2-Axle Trucks)		0	0	0	0	0	0	0
PCE Trip Generation (3-Axle Trucks)		0	0	0	0	0	0	8
PCE Trip Generation (4+ Axle Trucks)		3	0	3	0	3	3	33
PCE Trip Generation (Total)		**5**	**0**	**5**	**1**	**4**	**5**	**65**

Notes:

TSF = thousand square-feet

[1] The trip generation was developed based on the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th edition) rates for Land Use 150 – "Warehousing." The resulting trips were converted to trucks and passenger vehicles based on the South Coast Air Quality Management District (SCAQMD) recommendations for warehousing projects. As such, 40 percent of project traffic will be trucks. Based on Vehicle Mix from the SCAQMD, *as mentioned in the Traffic Impact Analysis* (TIA) *Guidelines* , the truck mix was considered as 70% 4-axle, 28% 3-axle, and 2% 2-axle trucks. Based on the City of Rialto *Traffic Impact Analysis (TIA) Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment* (dated October 2021), all truck trips were converted to passenger car equivalents (PCEs) using a 1.5 PCE factor for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for 4- and more axle trucks.