June 28, 2021

Mr. Gary Koontz, Facility Project Manager
BURRTEC WASTE INDUSTRIES, INC.
9890 Cherry Avenue
Fontana, California 92335

RE: Riverside Hauling Yard (Agua Mansa/Wilson) Trip Generation & Vehicle Miles Traveled Screening Assessment
Project No. 19393

Dear Mr. Koontz:

Ganddini Group, Inc. is pleased to provide this Trip Generation & Vehicle Miles Traveled Screening Assessment for the proposed Riverside Hauling Yard (Agua Mansa/Wilson) in the City of Jurupa Valley. This assessment includes a trip generation calculation for the proposed project and determines whether further Level of Service (LOS) or Vehicle Miles Traveled (VMT) analysis is necessary based on City of Jurupa Valley requirements. We trust the findings of this analysis will aid you and the City of Jurupa Valley in assessing the project.

PROJECT DESCRIPTION

The approximately 10-acre project site is located at the southeast corner of Agua Mansa Road and Wilson Street in the City of Jurupa Valley, California. An existing Burrtec Waste Industrial yard is located immediately north of the project site at the RA Nelson Material Recovery Facility (MRF)/Transfer Station. The proposed project involves relocation of all administrative, truck maintenance, and truck/employee parking to the proposed project site. Proposed structures include a 10,275 square foot office, a 19,137 square foot vehicle maintenance building and parking spaces for the following: 180 standard, 7 ADA, 163 trash truck, 18 maintenance van and 7 maintenance trucks.

Vehicular employee and truck parking access for the existing Burrtec Waste Industrial yard will relocate from the Agua Mansa Road at R.A. Nelson Station intersection to the proposed truck and employee parking access driveways on Wilson Street. All trash, recycling, and green waste processing will continue to be processed through the existing RA Nelson MRF/Transfer Station. The proposed site plan is shown in Attachment A.

The project will not increase employees or trucks with the relocation of administrative, truck maintenance, and truck/employee parking to the proposed project site.

EXISTING OPERATIONS

An existing Burrtec Waste Industrial yard operates from 5:00 AM to midnight. Current staffing and shift hours are shown below:

- Collection drivers (99) and Yard supervisors (3) work from 5:00 AM to 6:00 PM.
- Yard mechanics (25) operate from 5:00 AM to midnight in two-shifts.
- Office staff (14) works from 8:00 AM to 5:00 PM.

Currently, 99 trucks provide residential and commercial waste collection service for the cities of Riverside, Jurupa Valley and Rialto. Commercial and residential collection trucks leave the yard by 6:00 AM. Riverside and Jurupa Valley trucks return to the existing RA Nelson MRF/Transfer Station for processing of all trash, recycling, and green waste. However, Rialto trash trucks dump at the Mid-Valley Landfill in Rialto, and do not return until the end of the day.

FUTURE OPERATIONS

The Burrtec Waste Industrial operation is expected to expand with City growth as follows:

Opening Day – 5 Years

- City of Riverside - Add 1 residential route
- City of Rialto – Add 1 commercial route
- City of Jurupa Valley – Add 2 residential routes
- Add 2 roll off trucks
- Add 1 bin truck
- Add 1 bulky waste stake truck
- Add 1 food waste recycling route
- Add 1 Mechanic to 1st shift and 3 to 2nd shift
- Add 1 customer service representative

This would increase staffing for office (1), yard mechanics (4), yard supervisors (1), and collection drivers (18) by a total of 24 employees and increase trucks by 18.

Years 6 – 10

- City of Riverside - Add 1 commercial route
- City of Rialto – Add 1 commercial route
- City of Jurupa Valley – Add 1 residential route and 1 commercial route
- Add 2 roll off trucks
- Add 1 bin truck
- Add 1 bulky waste stake truck
- Add 1 food waste recycling route
- Add 1 Mechanic to 1st shift and 3 to 2nd shift

This would add increase staffing for yard mechanics (4) and collection drivers (12) by a total of 16 employees and increase trucks by 12.

PROJECT TRIP GENERATION

Since the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (10th Edition, 2017) does not include data for Material Recovery Facility (MRF)/Transfer Station facilities, trip rates were derived from staffing and trucking records provided by the applicant for the existing facility. Attachment B contains the staffing and truck records.

Trips generated by employees were determined based on shift hours for each group of employees. The shift hours by employee type is office (8:00 AM to 5:00 PM), yard mechanics (5:00 AM to 5:00 PM or 12 Noon to 12 midnight), yard supervisors (5:00 AM to 6:00 PM), and collection drivers (5:00 AM to 6:00 PM). The office staff will arrive during the AM peak commute period (7-9 AM) and depart during the PM peak commute period (4-6 PM). The yard supervisors, yard mechanics and collection drivers arrive prior to the AM commute period

and leave during the PM commute period. Each employee was presumed to generate one inbound trip at the start of their shift and one outbound trip at the end of their shift.

Additionally, each truck was presumed to generate one outbound trip at the start of the day and one inbound trip at the end of the day. All outbound truck trips for the commercial and residential routes occur prior to the AM commute period. The inbound truck trips for the commercial and residential routes are based on actual truck counts per hour from 3:00 PM to 7:00 PM. The inbound truck trips were derived from the count of 31% from 3:00 PM to 4:00 PM, 33% from 4:00 PM to 5:00 PM, 27% from 5:00 PM to 6:00 PM, and 9% from 6:00 PM to 7:00 PM.

Table 1 shows the inbound and outbound parking lot trips for employees and trucks. Based on existing usage the proposed driveway relocation will continue to generate 468 daily trips, including 14 trips during the AM peak hour and 164 trips during the PM peak hour. Based on the projected 5-year growth, the proposed project is forecast to generate approximately 84 additional daily trips, including 1 additional trip during the AM peak hour and 30 additional trips during the PM peak hour. Based on the projected 6- to 10-year growth period, the proposed project is forecast to generate an additional 55 daily trips, including no new trips during the AM peak hour and 19 additional trips during the PM peak hour. As shown in Table 1, the proposed project is forecast to result in a total of approximately 139 additional daily trips, including 1 additional trip during the AM peak hour and 49 additional trips during the PM peak hour.

NEED FOR PREPARATION OF TRANSPORTATION IMPACT STUDY

A project screening assessment was performed to determine if further Level of Service (LOS) or Vehicle Miles Traveled (VMT) analysis is warranted in accordance with guidance specified in the City of Jurupa Valley *Traffic Impact Analysis Guidelines* (November 2020) ["the City TIA Guidelines"].

In accordance with provisions of the California Environmental Quality Act (CEQA), VMT is the most appropriate measure of transportation impacts under CEQA. The need for further Level of Service analysis is reviewed solely for General Plan conformance since a project's effect on automobile delay shall not constitute a significant environmental impact under CEQA.

LEVEL OF SERVICE SCREENING CRITERIA (NON-CEQA/GENERAL PLAN CONFORMITY)

As specified in the City TIA Guidelines, the requirement to prepare a transportation impact study with Level of Service analysis may not be required for the following:

- Residential parcel maps:
- Single family residential tracts of less than 100 dwelling units:
- Apartment or multi-family projects of less than 150 units:
- Plot plan and conditional use cases for projects of one acre or less;
- Preschools;
- Local serving churches, community centers, neighborhood parks and community parks;
- Mini-storage yards;
- Congregate care facilities that contain significant on-site special services, such as medical care, dining, recreational and support retail services facilities:
- Any other use which can demonstrate trip generation of less than 100 vehicle trips during any hour of the day.
- If a project generates between 50 and 99 trips during any peak hour, a focused traffic analysis (FTA) study may be required if there are special operational, safety or sensitivity concerns.

The proposed project is forecast to generate fewer than 100 (net new) peak hour trips with the relocation of the employee and truck parking access. Additionally, planned expansion, based on community requirements, is not expected to exceed 100 (net new) peak hour trips. Assuming the project shall construct all on-site and off-site improvements (if any) in accordance with City 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 Level of Service transportation impact study based on the City-established screening criteria for Level of Service analysis.

VEHICLE MILES TRAVELED SCREENING CRITERIA (CEQA)

The VMT screening assessment has been prepared in accordance with the TIA 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"]. In general terms, VMT quantifies the amount and distance of automobile travel attributable to a project or region. The OPR Technical Advisory provides technical considerations regarding methodologies and thresholds with a focus on office, residential, and retail developments as these projects tend to have the greatest influence on VMT.

The City of Jurupa Valley 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. No further VMT analysis is typically required for projects that satisfy one or more of the following screening criteria.

- Projects located within a Transit Priority Area (TPA)
  - Projects within one-half mile of major transit stop or high-quality transit corridor
- Projects located within a low VMT generating area
  - Site location can be verified with the web-based VMT Screening Tool
- Projects consisting of local servicing land use
  - Local-serving retail less than 50,000 square feet
    - Day care centers
    - Local-serving retail centers, gas stations, and banks
    - Local-serving restaurants, including with drive-thru
    - Local-serving hotels (e.g. non-destination hotels)
  - Local-serving community institutions[1] (consistent with the Regional Transportation Plan)
    - Affordable, Senior or Transitional Housing
    - Preschool, Schools
    - Parks, Recreational Facilities
    - Churches, Community Centers
    - Congregate Care, Assisted Living Facilities
    - City Offices, Fire Station, Police Station
    - Utility Facilities, Water-Gas-Electric-Waste Services
- Trip Screening
  - Existing facilities
  - Redevelopment with less than 20,000 square feet increase

[1] Local servicing community institutions are not specifically spelled out in the City guidelines; however, these institutions are implied by the OPR Technical Advisory as they provide needed community-based services.

- Projects with less than 250 daily vehicle trips (ADT) [2]

Local Serving Land Uses

As noted in the OPR Technical Advisory, a presumption of less than significant VMT impact may be appropriate for certain types of local serving projects based on their VMT-reducing nature. Local serving projects will generally redistribute trips rather than creating new trips.

The proposed project trips are to service the local community with needed public services which are not available in the general area. There are no alternative options for MRF/Transfer Station facilities within an eight-mile radius of the project site. The existing site is located to efficiently service the local community, thereby shortening travel distances and reducing VMT. Accordingly, the City TIA Guidelines specify utility facilities and waste services as a local-serving community use. Therefore, the proposed project satisfies the City-established screening criteria for local-serving community institutions and may be presumed to result in a less than significant VMT impact.

Projects with less than 250 daily vehicle trips

The proposed project is forecast to result in a net increase of approximately 139 daily vehicle trips over a 10-year growth forecast. Therefore, the proposed project satisfies the City-established screening criteria for projects with less than 250 daily vehicle trips and may be presumed to result in a less than significant VMT impact.

CONCLUSIONS

The proposed project is forecast to result in a total of approximately 139 additional daily trips, including 1 additional trip during the AM peak hour and 49 additional trips during the PM peak hour.

Based on the trip generation estimates, the proposed project does not appear to warrant preparation of a Level of Service transportation impact study based on the City-established screening criteria for Level of Service analysis.

The proposed project satisfies the City-established screening criteria for local-serving community institutions and projects that generate less than 250 daily vehicles trips and may therefore be presumed to result in a less than significant VMT impact.

[2] As noted in the City guidelines, this threshold ties directly to the OPR Technical Advisory, CEQA provides a categorical exemption for existing facilities and additions to existing structures up to 10,000 square feet so long as the project is in an area where public infrastructure is available to allow for maximum planning development and the project is not in an environmentally sensitive area (CEQA Guidelines, § 15301, subd. (e)(2).). City experience is that projects approximately twice that size do not show a substantially different impact assuming a linear rate of trip growth. Typical project types for which trip generation increases relatively linearly with building footprint (i.e., general office building, single tenant office building, office park, and business park) generate or attract an additional 220-250 trips per 20,000 square feet. Therefore, absent substantial evidence otherwise, it is reasonable to conclude that the addition of 250 or fewer trips could be considered not to lead to a significant impact.

Mr. Gary Koontz, Facility Project Manager
BURRTEC WASTE INDUSTRIES, INC.
June 28, 2021

It has been a pleasure to assist you with 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.

Sincerely,
GANDDINI GROUP, INC.

Perrie Ilercil, P.E. (AZ)
Senior Engineer

Giancarlo Ganddini, PE, PTP
Principal

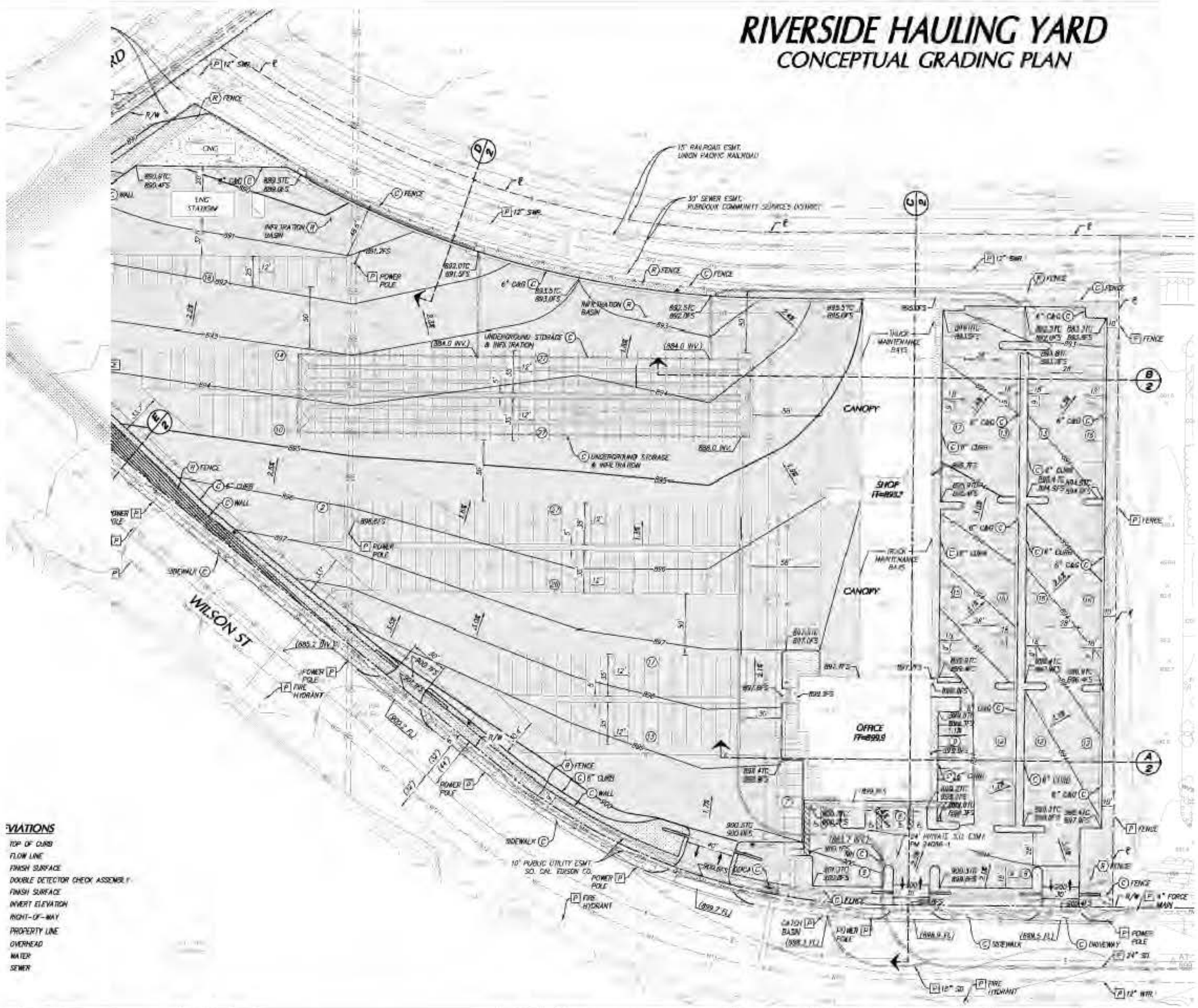
Table 1
Riverside Hauling Staff and Shifts

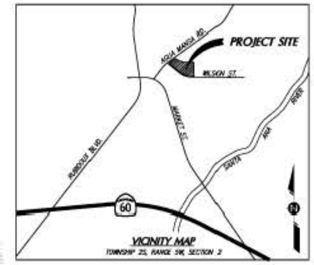
Type	Classification	Shift	Total	Early Morning (prior 7AM)		AM Peak Hours (7-9AM)			Mid-day (9-4AM)		PM Peak Hours (4-6AM)			Evening (after 6PM)		Daily
				In	Out	In	Out	Total	In	Out	In	Out	Total	In	Out	
Staff	Drivers	1st Shift 5-6	93	93				0				85	85		8	186
Staff	Mechanics	1st Shift 5-6	3	3				0				3	3			6
Staff	Supervisor	1st Shift 5-6	3	3				0				3	3			6
Staff	Office	1st Shift 8-5	14			14		14				14	14			28
Staff	Mechanics	2nd Shift 12-12	22					0	22				0		22	44
Trucks	Front End Loaders	Commercial	30		30			0	9		18		18	3		60
Trucks	Roll-off Trucks	Cst/Comm	18		18			0	6		11		11	1		36
Trucks	Bin/Bulk Waste	Bin/Rear/Flatbed	6		3			0	3	3	3		3			12
Trucks	Side Loader	Residential	45		45			0	14		27		27	4		90
Curent Existing Total				99	96	14	0	14	54	3	59	105	164	8	30	468
Operational Increases 0-5 Years																
Staff	Drivers	1st Shift 5-6	18	18				0				16	16		2	36
Staff	Mechanics	1st Shift 5-6	1	1				0				1	1			2
Staff	Supervisor	1st Shift 5-6	1	1				0				1	1			2
Staff	Office	1st Shift 8-5	1			1		1				1	1			2
Staff	Mechanics	2nd Shift 12-12	3					0	3				0		3	6
Trucks	Front End Loaders	Commercial	1		1			0	0		1		1	0		2
Trucks	Roll-off Trucks	Cst/Comm	2		2			0	1		1		1	0		4
Trucks	Bin/Bulk Waste	Bin/Rear/Flatbed	3		1			0	1	2	2		2			6
Trucks	Side Loader	Residential	12		12			0	4		7		7	1		24
0- 5 Year Total				20	16	1	0	1	9	2	11	19	30	1	5	84
Operational Increases 6-10 Years																
Staff	Drivers	1st Shift 5-6	12	12				0				11	11		1	24
Staff	Mechanics	1st Shift 5-6	1	1				0				1	1			2
Staff	Supervisor	1st Shift 5-6		0				0				0	0			0
Staff	Office	1st Shift 8-5				0		0				0	0			0
Staff	Mechanics	2nd Shift 12-12	3					0	3				0		3	6
Trucks	Front End Loaders	Commercial	3		3			0	1		2		2	0		6
Trucks	Roll-off Trucks	Cst/Comm	2		2			0	1		1		1	0		4
Trucks	Bin/Bulk Waste	Bin/Rear/Flatbed	3		1			0	1	2	2		2			6
Trucks	Side Loader	Residential	4		4			0	1		2		2	0		7
6-10 Year Total				13	10	0	0	0	7	2	7	12	19	0	4	55
Future Total				132	122	15	0	15	70	7	77	136		9	39	607
Net New Trips				33	26	1	0	1	16	4	18	31	49	1	9	139

ATTACHMENT A

SITE PLAN

RIVERSIDE HAULING YARD
CONCEPTUAL GRADING PLAN





PROJECT INFORMATION:

APPLICANT: BURRTEC WASTE INDUSTRIES INC.
LOCATION: WILSON ST. JURUPA VALLEY CA
APN: 175-180-012 & 175-180-016
ZONING: M-H

SITE SUMMARY:

OFFICE: 10,275 S.F.
MAINTENANCE BUILDING: 19,137 S.F.
AC PAVED AREA: 300,250 S.F.
PCC PAVED AREA: 10,053 S.F.
LANDSCAPE AREA: 46,960 S.F.
TOTAL DISTURBED AREA: 386,675 S.F. (8.88 AC)

TOTAL SITE AREA: 427,611 S.F. (9.82 AC)

PARKING SUMMARY:

STANDARD PARKING: 180
ADA PARKING: 7
TRASH TRUCK PARKING: 163
MAINTENANCE VAN PARKING: 18
MAINTENANCE TRUCK PARKING: 7

PUBLIC IMPROVEMENTS:

DRIVEWAY: 4
SIDEWALK: 8,825 S.F.

BASIS OF BEARING

THE BASIS OF BEARINGS FOR THIS SURVEY IS THE CALIFORNIA STATE PLANE COORDINATE SYSTEM, CCS83, ZONE 6, BASED LOCALLY ON CONTROL STATIONS "CNPP","MLFP", AND "EWPP" NAD 83 (NSRS2011) EPOCH 2010.00 AS SHOWN HEREON. ALL BEARINGS SHOWN ON THIS MAP ARE GRID. QUOTED BEARINGS AND DISTANCES FROM REFERENCE MAPS OR DEEDS ARE AS SHOWN PER THAT RECORD REFERENCE. ALL DISTANCES SHOWN ARE GROUND DISTANCES UNLESS SPECIFIED OTHERWISE. GRID DISTANCES, MAY BE OBTAINED BY MULTIPLYING THE GROUND DISTANCE BY A COMBINATION FACTOR OF 0.99998484.
CALCULATIONS ARE MADE AT CONTROL POINT "99" WITH COORDINATES OF : N:2316424.236, E:6217867.201, USING AN ELEVATION OF 956.89 (NGVD29')

BENCHMARK:

ELEVATIONS SHOWN HEREON ARE BASED ON A COUNTY OF RIVERSIDE BENCHMARK "M.L.-3-64 RESET 1970"
LOCATED AT THE "T" INTERSECTION OF MARKET ST. & AGUA MANSA RD. , 170' NORTH FROM THE INTERSECTION ALONG THE CENTERLINE OF AGUA MANSA RD. , 25' WEST OF THE CENTERLINE OF AGUA MANSA RD. , 17' EAST OF A 6' CHAIN LINK FENCE , SURROUNDING E.L. YEAGER CONSTRUCTION CO. , 7' EAST OF A 24-INCH DRAIN. SET ON TOP OF A 12"X12"X1' CONCRETE HEADWALL , A STANDARD RIV. CO. SUR. BRASS DISK MARKED M.L.-3-64 RESET 1970
ELEVATION = 864.497' (NGVD29')

...VIATIONS

TOP OF CURB
FLOW LINE
FINISH SURFACE
DOUBLE DETECTOR CHECK ASSEMBLY
FINISH SURFACE
INVERT ELEVATION
RIGHT-OF-WAY
PROPERTY LINE
OVERHEAD
WATER
SEWER

NO WORK SHALL BE DONE ON THIS SITE UNTIL BELOW AGENCY IS NOTIFIED OF INTENTION TO GRADE OR EXCAVATE.
Underground Service Alert
Call: TOLL FREE
1-800
422-4133
TWO WORKING DAYS BEFORE YOU DIG

IMPORTANT NOTE:
THE GRADING AND/OR IMPROVEMENT PLANS ARE APPROVED FOR A PERIOD OF TWO (2) YEARS FROM THE DATE SIGNED BY THE CITY ENGINEER. AFTER THE TWO (2) YEAR PERIOD HAS LAPSED, THE ENGINEER OF RECORD MAY BE REQUIRED TO SUBMIT AND PROCESS FOR CITY ENGINEER APPROVAL, UPDATED PLANS THAT COMPLY WITH THE MOST CURRENT CITY STANDARDS, PRACTICES, AND POLICIES.

MARK	DATE	INITIAL	DESCRIPTION	REC.	APPR	DATE
		E.O.R.	REVISION			

BENCHMARK: SEE SHEET 1
BASIS OF BEARING: SEE SHEET 1

K&A Engineering, Inc.
ENGINEERING
LAND PLANNING
SURVEYING

CITY OF JURUPA VALLEY

BURRTEC WASTE INDUSTRIES INC.
RIVERSIDE HAULING YARD
CONCEPTUAL GRADING PLAN

ACCT. NO.
SHEET 1 OF 2
CITY I. D. NO.

ATTACHMENT B

BURRTEC WASTE INFORMATION

Burrtec Wilson Street Yard

Hours of Operation

Office – 8:00 a.m. – 5:00 p.m.
Collection Truck Drivers – 5:00 a.m. – 6:00 p.m.
Mechanics – 5:00 a.m. - Midnight

5:00 am to 5:30 am

Trucks leaving the site

- Commercial Front End Loaders – 30
- Roll -off trucks – 18
- Bin/Bulky Waste Stake Trucks – 3

Employees Arriving – Drivers, Mechanics and Supervisors – Approximately 55

5:30 am to 6:00 am

Trucks leaving the site

- Residential Side Loaders – 45
- Bin/Bulky Waste Stake Trucks – 3

Employees Arriving – Drivers, Mechanics and Supervisors – Approximately 50

A few trucks leave shortly after 6:00 a.m. due to mechanical delays.

Morning peak hours to dump at MRF/Transfer Station – 9:00 a.m. – 10:30 p.m.

Trucks returning to yard – Peak is 3:00 p.m. to 4:30 p.m. with a few returning as late as 6:00 p.m. All Rialto trash trucks dump at the Mid-Valley Landfill in Rialto. All other trash trucks and all recycling and green waste trucks dump at R.A. Nelson MRF/Transfer Station (Agua Mansa MRF).

Office Staff

Works 8:00 a.m. to 5:00 p.m.
Total office staff - 14

Mechanics
1st shift – 3 employees working 5:00 a.m. to 5:00 p.m.
2nd shift – 22 employees working Noon to Midnight

Truck End of Day Return

There are approximately 90 collection trucks out every business day (Monday - Friday). On a typically day they arrive back at the yard as follows:

3:00 pm - 4:00 pm - 28

4:00 pm - 5:00 pm - 30

5:00 pm- 6:00 pm - 24

6:00 pm- 7:00 pm - 8

Expected Growth

Opening Day – 5 Yrs.

- City of Riverside - Add 1 residential route
- City of Rialto – Add 1 commercial route
- City of Jurupa Valley – Add 2 residential routes
- Add 2 roll off trucks
- Add 1 bin truck
- Add 1 bulky waste stake truck
- Add 1 food waste recycling route
- Add 1 Mechanic to 1st shift and 3 to 2nd shift
- Add 1 customer service representative

Years 6 – 10

- City of Riverside - Add 1 commercial route
- City of Rialto – Add 1 commercial route
- City of Jurupa Valley – Add 1 residential route and 1 commercial route
- Add 2 roll off trucks
- Add 1 bin truck
- Add 1 bulky waste stake truck
- Add 1 food waste recycling route
- Add 1 Mechanic to 1st shift and 3 to 2nd shift