

October 16, 2020

Mr. David Nguyen
KEYSTONE DCS, INC.
9140 Trask Avenue, Suite 202
Garden Grove, CA 92843

Subject: 1075 West Foothill Boulevard Project Trip Generation Memorandum & VMT Analysis, City of Rialto, CA

Dear Mr. Nguyen:

A. Introduction & Project Description

RK ENGINEERING GROUP, INC. (RK) is pleased to provide this Trip Generation Analysis & traffic Letter for the proposed 1075 West Foothill Boulevard project.

The proposed 1075 West Foothill Boulevard project is to be developed at the southeast corner of the Foothill Boulevard / North Larch Avenue intersection, east of North Cedar Avenue, in the City of Rialto. The project lot is currently undeveloped.

The proposed project is planned to consist of the following land use:

- 70 dwelling units of multifamily residential providing 165 parking spaces.

The proposed project consists of all 3-bedroom units between two (2) and three (3) stories in height.

The project will be evaluated in a single phase and is planned to begin construction in late 2021 with a potential opening in 2023.

Access for the proposed project is planned via the following:

- One (1) full access gated driveway on N. Larch Avenue.

It should be noted that there will be one (1) full access gated emergency evacuation driveway on the public alley along the south side of the proposed project.

Exhibit A shows the location of the proposed project. Exhibit B shows the proposed site plan.

B. Trip Generation

Trip generation represents the amount of traffic that is attracted and produced by a development.

Trip generation is typically estimated based on the trip generation rates from the latest *Institute of Transportation Engineers (ITE) Trip Generation Manual*. The latest and most recent version (10th Edition, 2017) ITE Manual has been utilized for this trip generation memo. This publication provides a comprehensive evaluation of trip generation rates for a variety of land uses.

The ITE trip generation rates for the proposed project are shown in Table 1.

Table 1
ITE Trip Generation Rates for Proposed Land Use

Land Use (ITE Code)	Units	AM Peak Hour			PM Peak Hour			Daily Trip Generation Rate
		Trip Generation Rate			Trip Generation Rate			
		In	Out	Total	In	Out	Total	
Multifamily Housing (Low-Rise) (220)	du	0.11	0.35	0.46	0.35	0.21	0.56	7.32

Source: 2017 ITE Trip Generation Manual, 10th Edition; du = dwelling unit

Utilizing the ITE trip generation rates in Table 1, Table 2 shows the ITE peak hour and daily trip generation for the proposed project.

Table 2
Proposed Project Trip Generation based on ITE Rates

Land Use (ITE Code)	Quantity	Units	AM Peak Hour			PM Peak Hour			Daily Trips
			In	Out	Total	In	Out	Total	
Multifamily Housing (Low-Rise) (220)	70	du	7	25	32	25	15	40	512

Source: 2017 ITE Trip Generation Manual, 10th Edition; du = dwelling unit

As shown in Table 2, based on ITE trip generation rates, the proposed project is forecast to generate approximately 512 daily trips which include approximately 32 AM peak hour trips and approximately 40 PM peak hour trips.

C. Traffic Assessment

Based on industry standards and traffic impact analysis guidelines, a full traffic analysis is generally required when a proposed project contributes 50 or more net peak hour trips to a study facility.

As previously shown, the proposed project is expected to generate less than 50 peak hour trips.

Hence, the proposed project is forecast to result in nominal increase of peak hour and daily trips.

Exhibit C shows the forecast distribution of the project trips on the surrounding circulation system.

Utilizing the project trip generation shown in Table 2 and the project trip distribution shown in Exhibit C, Exhibit D shows the forecast assignment of project trips on the surrounding circulation system.

It should be noted, as shown in Exhibit D, once the project trips are distributed and disbursed throughout the roadway network and circulation system, the project's trip contribution to any major intersection is expected to be even less.

Therefore, a level of service evaluation and traffic study is not required for the proposed project and the proposed project is not expected to result in any substantial adverse impacts on the operations of the surrounding circulation system.

D. Vehicle Miles Traveled (VMT) Evaluation

Senate Bill 743 (SB 743), signed by the Governor in 2013, is changing the way transportation impacts are identified. Specifically, the legislation has directed the Office of Planning and Research (OPR) to look at different metrics for identifying transportation as a CEQA impact. The Final OPR guidelines were released in December 2018 and has identified vehicle miles of travel (VMT) as the preferred metric moving forward. The Natural Resources Agency completed the rule making process to modify the CEQA guidelines in December of 2018 as well. Given the timing of this implementation with the County General Plan, it is prudent to address VMT and develop draft significance criteria to evaluate the General Plan related to VMT.

For purposes of SB 743 compliance, a VMT analysis should be conducted for land use projects as deemed necessary by the Traffic Division and would apply to projects that have the potential to increase the average VMT per person or employee. Normalizing to VMT per person/employee essentially provides a transportation efficiency metric that the analysis is based on. Using this efficiency metric allows the user to compare the project to the remainder of the unincorporated area for purposes of identifying transportation impacts.

Projects which serve the local community and have the potential to reduce VMT should not be required to complete a VMT assessment. These projects are noted below:

- K-12 schools
- Local-serving retail less than 50,000 sq. ft.
- Local parks
- Day care centers
- Local serving gas stations

- Local serving banks
- Student housing projects
- Local serving community colleges that are consistent with the assumptions noted in the
- RTP/SCS
- 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 industrial³
 - 63,000 sq. ft. of warehousing³
 - 79,000 sq. ft. of high cube transload and short-term storage warehouse³
 - 12 hotel rooms
- Projects located within a Transit Priority Area (TPA) as determined by the most recent SCAG RTP/SCS (map of HQTAs can be reviewed on SCAG’s website currently located here and will further be refined through SBCTA’s efforts: <http://gisdata.scag.ca.gov/Pages/GISStaticMaps.aspx> but should be verified by the analyst
- Projects located within a low VMT generating area as determined by the analyst (e.g. development in efficient areas of the County will reduce VMT per person/employee and is beneficial to the region)

Based on review of the SBCTA model data available and maintained by the County of San Bernardino, the project has the following VMT characteristics:

- Jurisdictional VMT per population: 14.38
- Project site VMT per population: 12.16 (15.4% below jurisdictional average)
- Jurisdictional VMT per Service population: 22.35
- Project Site VMT per Service population: 17.09 (23.53% below jurisdictional average)

Hence, the project has a VMT of 15 percent or more below the jurisdictional average and is forecast to not result in a VMT traffic impact.

E. Conclusions

Trip Generation and Traffic Volumes:

Based on ITE trip generation rates, the proposed project is forecast to generate approximately 512 daily trips which include approximately 32 AM peak hour trips and approximately 40 PM peak hour trips.

Based on industry standards and traffic impact analysis guidelines, a full traffic analysis is generally required when a proposed project contributes 50 or more net peak hour trips to a study facility.

The proposed project is expected to generate less than 50 peak hour trips.

Hence, the proposed project is forecast to result in nominal increase of peak hour and daily trips.

It should be noted, as shown in Exhibit D, once the project trips are distributed and disbursed throughout the roadway network and circulation system, the project's trip contribution to any major intersection is expected to be even less.

Therefore, a level of service evaluation and traffic study is not required for the proposed project and the proposed project is not expected to result in any substantial adverse impacts on the operations of the surrounding circulation system.

VMT Analysis:

Based on review of the SBCTA model data available and maintained by the County of San Bernardino, the project has the following VMT characteristics:

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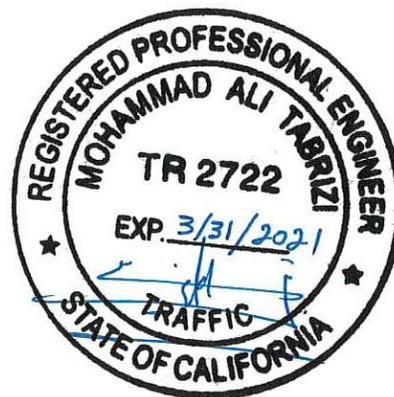
RK Engineering Group, Inc. appreciates this opportunity to work with KEYSTONE DCS, INC. on this project. If you have any questions regarding this study, please do not hesitate to contact us at (949) 474-0809.

Sincerely,

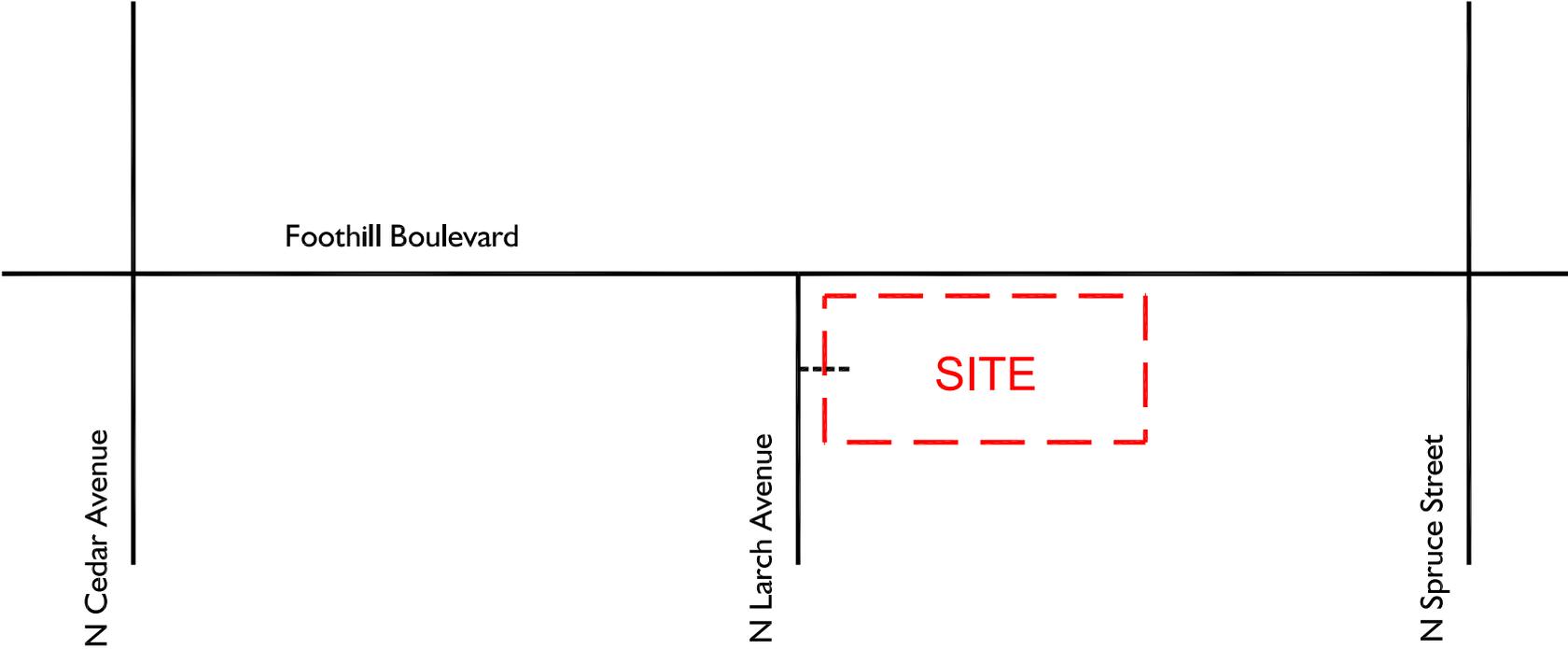
RK ENGINEERING GROUP, INC.



Alex Tabrizi, PE, TE
Associate Principal



Attachment

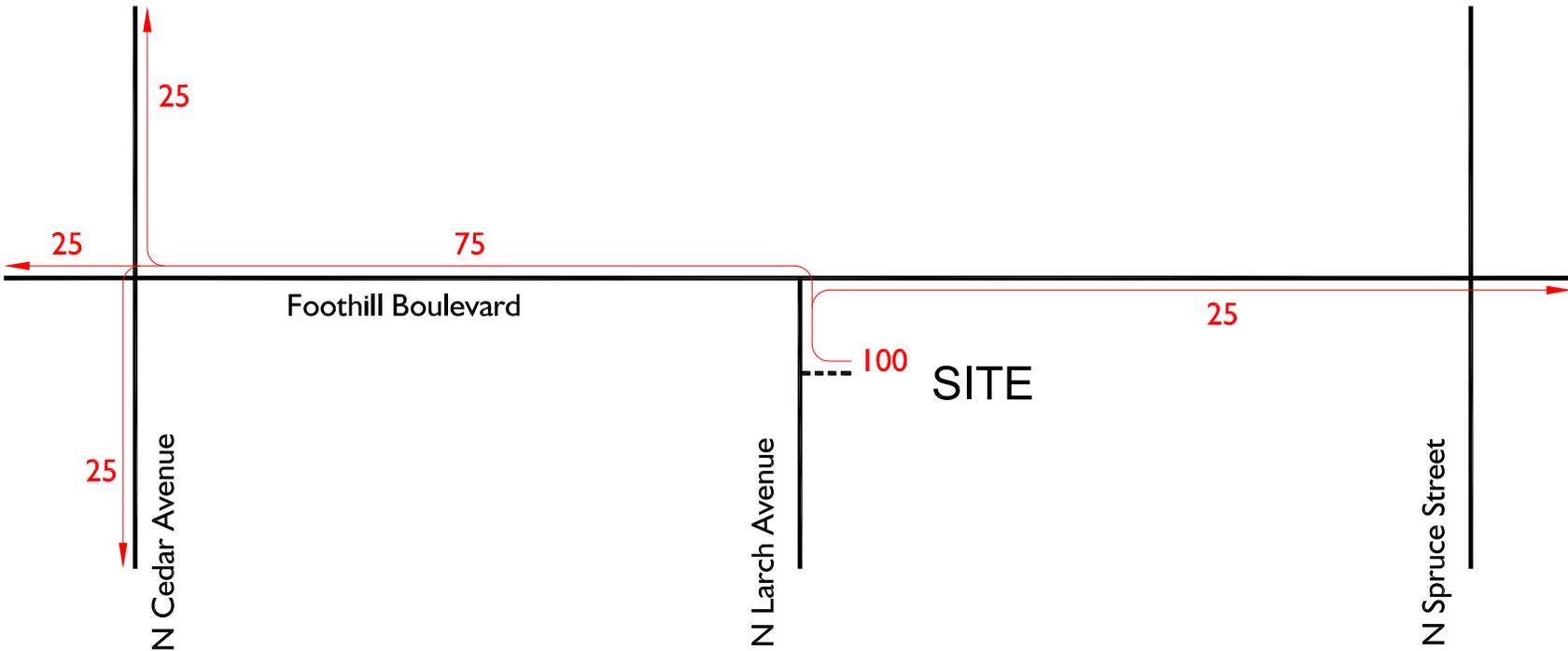


Legend:

- = Project Access Driveway
- = Project Site Boundary



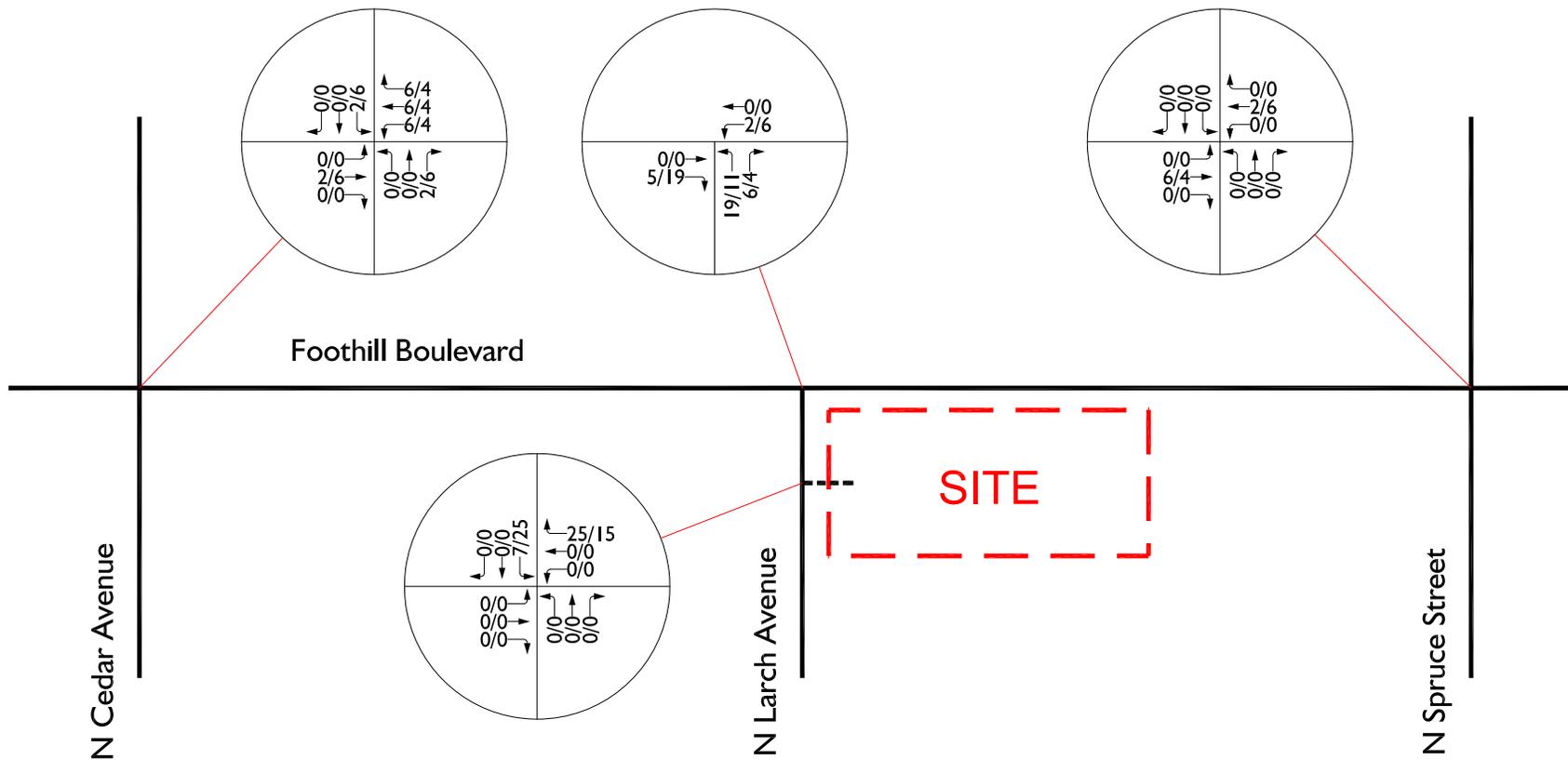
Exhibit C
Project Trip Distribution



Legend:
10 = Percent to/from Project



Exhibit D Project Trip Assignment



Legend:

- 10/20 = AM/PM Peak Hour Volume
- = Project Access Driveway
- = Project Site Boundary

