

**Appendix G:
Traffic Supporting Information**

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G.1 - Trip Generation Assessment and Scoping Memorandum

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March 9, 2022

Mr. Jay Bautista
City of Ontario
303 E. B Street
Ontario, CA 91764

SUBJECT: S. BON VIEW WAREHOUSE TRIP GENERATION ASSESSMENT AND SCOPING MEMO

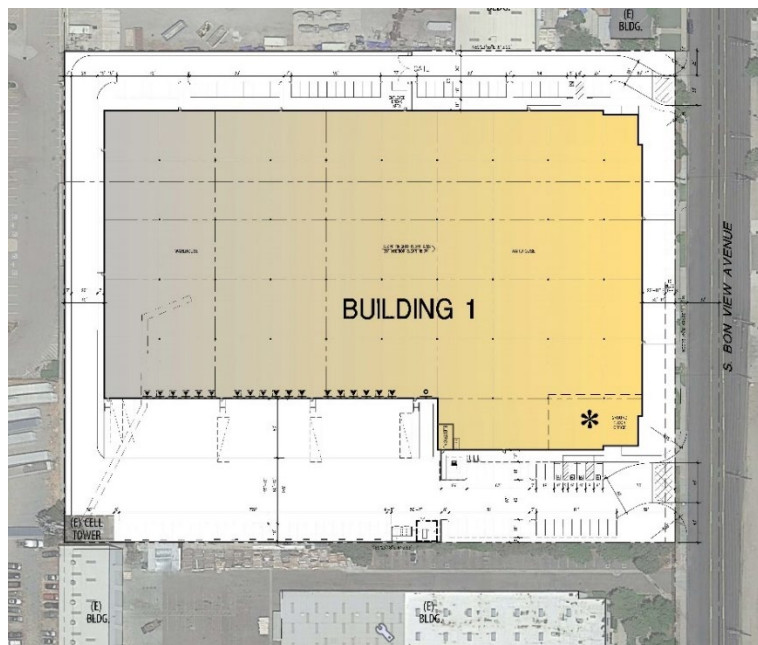
Dear Mr. Jay Bautista:

Urban Crossroads, Inc. has conducted an initial assessment of the proposed S. Bon View Warehouse development (**Project**) to establish the Project's trip generation and determine whether additional analysis is necessary based on the City's Guidelines. The Project is located at 1516 South Bon View Avenue in the City of Ontario. The following memo outlines the project-related trip generation and trip distribution patterns.

PROJECT DESCRIPTION

Exhibit 1 shows the preliminary site plan. The proposed Project is anticipated to be developed in one phase with an opening year of 2024. The Project consists of the development of a 167,600 square foot warehouse building. Access to the proposed Project would be provided to Bon View Avenue.

EXHIBIT 1: PRELIMINARY SITE PLAN



TRIP GENERATION

EXISTING USE

The site is currently occupied by an existing towing service located at 1516 S. Bon View Avenue. As such, driveway counts were collected over a 24-hour period for 2 consecutive days on November 9 and 10, 2021. The data for the driveways were utilized to determine the average trip generation for the existing use. Table 1 summarizes the trip generation for the existing use (2-day average). Attachment A contains the driveway count data.

TABLE 1: EXISTING TRIP GENERATION SUMMARY

Land Use	1516 S. Bon View Avenue ²						Daily
	AM Peak Hour			PM Peak Hour			
	In	Out	Total	In	Out	Total	
Day 1: November 9, 2021							
Passenger Cars:	5	5	10	2	4	6	104
2-axle Trucks:	1	2	3	2	0	2	51
3-axle Trucks:	1	0	1	0	0	0	12
4+-axle Trucks:	0	0	0	0	0	0	3
Total Truck Trips:	2	2	4	2	0	2	66
Total Trips ¹	7	7	14	4	4	8	170
Day 2: November 10, 2021							
Passenger Cars:	7	11	18	1	1	2	111
2-axle Trucks:	0	0	0	3	1	4	63
3-axle Trucks:	0	1	1	0	1	1	10
4+-axle Trucks:	0	0	0	0	0	0	2
Total Truck Trips:	0	1	1	3	2	5	75
Total Trips ¹	7	12	19	4	3	7	186
2-Day Average Trip Generation:							
Passenger Cars:	6	8	14	2	3	5	108
2-axle Trucks:	1	1	2	3	1	4	57
3-axle Trucks:	1	1	2	0	1	1	11
4+-axle Trucks:	0	0	0	0	0	0	3
Total Truck Trips:	2	2	4	3	2	5	71
Total Trips¹	8	10	18	5	5	10	179

* Note: data collected on November 9 and 10, 2021.

¹ Total Trips = Passenger Cars + Total Truck Trips.

² Trip generation represents the sum of all driveways, by day.

PROPOSED PROJECT

Trip generation represents the amount of traffic that is attracted and produced by a development and is based upon the specific land uses planned for a given project. Trip generation rates for the Project are shown in Table 2 for both actual vehicles and passenger car equivalent (PCE). The trip generation rates used for this analysis are based upon information collected by the Institute of Transportation Engineers (ITE) as provided in their Trip Generation Manual (11th Edition, 2021). For purposes of this analysis, the ITE land use code 150 (Warehousing) has been utilized.

TABLE 2: PROJECT TRIP GENERATION RATES

Land Use ¹	Units ²	ITE LU Code	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Actual Vehicle Trip Generation Rates									
Warehousing	TSF	150	0.131	0.039	0.170	0.050	0.130	0.180	1.710
Passenger Cars			0.116	0.034	0.150	0.042	0.108	0.150	1.110
2-Axle Trucks			0.002	0.001	0.003	0.003	0.002	0.005	0.100
3-Axle Trucks			0.002	0.002	0.004	0.003	0.003	0.006	0.124
4+-Axle Trucks			0.007	0.006	0.013	0.010	0.009	0.019	0.376
Passenger Car Equivalent (PCE) Trip Generation Rates³									
Warehousing	TSF	150	0.131	0.039	0.170	0.050	0.130	0.180	1.710
Passenger Cars			0.116	0.034	0.150	0.042	0.108	0.150	1.110
2-Axle Trucks (PCE = 1.5)			0.003	0.002	0.005	0.005	0.003	0.008	0.150
3-Axle Trucks (PCE = 2.0)			0.004	0.004	0.008	0.006	0.006	0.012	0.248
4+-Axle Trucks (PCE = 3.0)			0.021	0.017	0.038	0.030	0.026	0.056	1.127

¹ Trip Generation & Vehicle Mix Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).

² TSF = thousand square feet

³ PCE factors: 2-axle = 1.5; 3-axle = 2.0; 4+-axle = 3.0.

Finally, PCE factors were applied to the trip generation rates for heavy trucks (large 2-axles, 3-axles, 4+-axles) for the Project. PCEs allow the typical “real-world” mix of vehicle types to be represented as a single, standardized unit, such as the passenger car, to be used for the purposes of capacity and level of service analyses. The PCE factors are consistent with the recommended PCE factors in the County’s Transportation Impact Study Guidelines (dated July 9, 2019).

The trip generation summary illustrating daily and peak hour trip generation estimates for the proposed Project in actual vehicles and PCE are shown on Table 3. As shown on Table 3, the proposed Project is anticipated to generate a total of 290 vehicle trip-ends per day with 27 AM peak hour trips and 31 PM peak hour trips (in actual vehicles). For the purposes of the operations analyses, the PCE trip generation shown in Table 3 will be utilized consistent with other studies prepared within the City.

TABLE 3: PROJECT TRIP GENERATION SUMMARY

Land Use	Quantity Units ¹	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Actual Vehicles:								
Warehouse	167.600 TSF							
Passenger Cars:		19	6	25	7	18	25	186
2-axle Trucks:		0	0	1	1	0	1	18
3-axle Trucks:		0	0	1	1	1	1	22
4+-axle Trucks:		1	1	2	2	1	3	64
Total Truck Trips (Actual Vehicles):		1	1	2	4	2	6	104
Total Trips (Actual Vehicles)²		20	7	27	11	20	31	290
Passenger Car Equivalent (PCE):								
Warehouse	167.600 TSF							
Passenger Cars:		19	6	25	7	18	25	186
2-axle Trucks:		1	0	1	1	1	1	26
3-axle Trucks:		1	1	1	1	1	2	42
4+-axle Trucks:		4	3	6	5	4	9	190
Total Truck Trips (PCE):		6	4	10	7	6	13	258
Total Trips (PCE)²		25	10	35	14	24	38	444

¹ TSF = thousand square feet
² Total Trips = Passenger Cars + Truck Trips.

TRIP GENERATION COMPARISON

Table 4 shows the net trips generated by the Project compared to the existing use. The resulting net new trips are identified on Table 4. As shown, the Project is anticipated to generate 218 net new daily trips with 13 net new AM peak hour trips and 24 net new PM peak hour trips (in PCE).

TABLE 4: TRIP GENERATION COMPARISON

Land Use	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Existing Use							
Towing Service							
Passenger Cars:	6	8	14	2	3	5	108
2-axle Trucks:	2	2	4	5	2	7	86
3-axle Trucks:	2	2	4	0	2	2	22
4+-axle Trucks:	0	0	0	0	0	0	10
Total Truck Trips (PCE):	4	4	8	5	4	9	118
Total Trips (PCE)	10	12	22	7	7	14	226
Proposed Project							
Warehouse							
Passenger Cars:	19	6	25	7	18	25	186
2-axle Trucks:	1	0	1	1	1	2	26
3-axle Trucks:	1	1	2	1	1	2	42
4+-axle Trucks:	4	3	7	5	4	9	190
Total Truck Trips (PCE):	6	4	10	7	6	13	258
Total Trips (PCE)	25	10	35	14	24	38	444
Net New Trips (PCE)	15	-2	13	7	17	24	218

Mr. Jay Bautista
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FINDINGS

The City of Ontario adheres to the County's Transportation Impact Study Guidelines (dated July 9, 2019) which has been used to determine whether additional traffic analysis is necessary for the proposed Project. The County's Guidelines indicates that development projects that generate a net increase of 100 or more peak hour vehicle trips (without pass-by reductions) would require the preparation and submittal of a Transportation Impact Analysis.

The Project is anticipated to generate fewer than 50 net new peak hour trips during the morning and evening peak hours. The Project on its own, without taking any credit for existing uses, also generates fewer than 100 new peak hour trips (both in actual vehicles and PCE). As such, additional peak hour traffic operations analysis is not necessary based on the County's Guidelines. If you have any questions, please contact me directly at (949) 861-0177.

Respectfully submitted,

URBAN CROSSROADS, INC.



Charlene So, PE
Principal



ATTACHMENT A: EXISTING DRIVEWAY COUNTS



City: Ontario
 Location: Bon View Avenue - Dwy TOTAL
 Date: 11/9/2021
 Count Type: Classified Driveway Count

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	4	0	0	0	4
4:45	3	0	0	0	3
5:00	4	0	0	0	4
5:15	4	0	0	0	4
5:30	3	0	0	0	3
5:45	3	0	0	0	3
6:00	2	0	0	0	2
6:15	0	2	0	0	2
6:30	1	0	0	0	1
6:45	3	0	0	0	3
7:00	2	0	0	0	2
7:15	2	1	0	0	3
7:30	0	0	1	0	1
7:45	1	0	0	0	1
8:00	3	0	0	0	3
8:15	1	0	0	0	1
8:30	0	0	0	0	0
8:45	2	0	0	0	2
9:00	1	1	0	0	2
9:15	0	2	0	0	2
9:30	1	2	0	0	3
9:45	1	0	0	0	1
10:00	0	1	0	0	1
10:15	1	0	0	0	1
10:30	1	2	0	0	3
10:45	0	0	0	0	0
11:00	0	0	0	0	0
11:15	0	1	0	0	1
11:30	1	0	0	0	1
11:45	0	1	0	0	1

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	1	0	0	0	1
5:00	0	0	0	0	0
5:15	2	1	0	0	3
5:30	2	0	0	0	2
5:45	2	0	0	0	2
6:00	1	3	0	0	4
6:15	1	1	0	0	2
6:30	6	1	1	0	8
6:45	2	1	0	0	3
7:00	1	0	0	0	1
7:15	1	0	0	0	1
7:30	1	2	0	0	3
7:45	2	0	0	0	2
8:00	0	0	0	0	0
8:15	1	0	0	0	1
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	2	0	0	0	2
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	1	0	0	1
10:00	1	0	0	0	1
10:15	1	1	1	0	3
10:30	0	2	0	0	2
10:45	1	0	0	0	1
11:00	0	1	0	0	1
11:15	0	0	0	0	0
11:30	0	0	0	0	0
11:45	1	1	0	0	2



City: Ontario
 Location: Bon View Avenue - Dwy TOTAL
 Date: 11/9/2021
 Count Type: Classified Driveway Count

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	0	0	0	0	0
12:15	1	0	1	0	2
12:30	1	0	0	0	1
12:45	0	0	0	0	0
13:00	1	0	0	0	1
13:15	1	0	1	0	2
13:30	0	0	0	0	0
13:45	0	0	0	0	0
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	0	1	0	0	1
14:45	1	1	0	0	2
15:00	1	2	0	0	3
15:15	0	1	0	0	1
15:30	0	0	0	0	0
15:45	1	0	0	0	1
16:00	2	1	0	0	3
16:15	0	1	0	0	1
16:30	0	0	0	0	0
16:45	0	0	0	0	0
17:00	0	1	1	0	2
17:15	1	0	0	0	1
17:30	0	0	0	0	0
17:45	0	0	0	0	0
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
19:00	0	0	0	1	1
19:15	0	0	0	0	0
19:30	0	0	1	0	1
19:45	0	0	0	0	0
20:00	0	1	0	0	1
20:15	0	0	1	0	1
20:30	0	0	0	0	0
20:45	0	1	0	0	1
21:00	0	1	0	0	1
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	54	24	6	1	85

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	0	0	0	0	0
12:15	1	0	0	0	1
12:30	1	0	0	0	1
12:45	0	0	0	0	0
13:00	1	0	0	0	1
13:15	0	0	0	0	0
13:30	0	0	0	0	0
13:45	0	0	1	0	1
14:00	0	0	0	0	0
14:15	3	0	0	0	3
14:30	0	0	0	0	0
14:45	0	1	0	0	1
15:00	2	1	1	0	4
15:15	0	0	0	0	0
15:30	1	0	0	0	1
15:45	2	3	0	0	5
16:00	3	0	0	0	3
16:15	0	0	0	0	0
16:30	1	0	0	0	1
16:45	0	0	0	0	0
17:00	1	0	0	0	1
17:15	0	0	0	0	0
17:30	2	1	0	0	3
17:45	0	1	0	0	1
18:00	1	1	0	0	2
18:15	1	0	0	0	1
18:30	1	0	0	0	1
18:45	0	0	0	0	0
19:00	0	0	0	2	2
19:15	0	0	0	0	0
19:30	0	0	1	0	1
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	1	0	0	1
20:30	0	1	0	0	1
20:45	0	1	1	0	2
21:00	0	0	0	0	0
21:15	0	1	0	0	1
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	50	27	6	2	85



City: Ontario
 Location: Bon View Avenue - Dwy TOTAL
 Date: 11/10/2021
 Count Type: Classified Driveway Count

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	1	0	0	1
2:15	0	0	0	0	0
2:30	0	1	0	0	1
2:45	0	0	0	0	0
3:00	0	2	0	0	2
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	1	0	0	0	1
4:30	1	0	0	0	1
4:45	4	1	0	0	5
5:00	2	1	0	0	3
5:15	4	0	0	0	4
5:30	2	0	0	0	2
5:45	1	3	0	0	4
6:00	3	0	0	0	3
6:15	1	0	0	0	1
6:30	1	0	0	0	1
6:45	5	0	0	0	5
7:00	2	0	0	0	2
7:15	2	0	1	0	3
7:30	0	0	0	0	0
7:45	2	0	0	0	2
8:00	4	0	0	0	4
8:15	0	0	0	0	0
8:30	1	0	0	0	1
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	0	1	0	0	1
9:30	0	1	0	0	1
9:45	0	1	0	0	1
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	0	1	0	0	1
11:00	0	1	0	0	1
11:15	0	1	0	0	1
11:30	0	0	0	0	0
11:45	0	2	0	0	2

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	1	0	0	1
2:30	0	0	0	0	0
2:45	0	1	0	0	1
3:00	0	0	0	0	0
3:15	0	1	0	0	1
3:30	0	1	0	0	1
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	1	0	0	0	1
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	1	1	0	0	2
5:15	0	1	0	0	1
5:30	1	1	0	0	2
5:45	2	0	0	0	2
6:00	5	1	0	0	6
6:15	1	0	0	0	1
6:30	2	2	0	0	4
6:45	3	1	0	0	4
7:00	2	1	0	0	3
7:15	1	1	1	0	3
7:30	1	0	0	0	1
7:45	3	0	0	0	3
8:00	1	0	0	0	1
8:15	4	0	1	0	5
8:30	3	0	0	0	3
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	1	1	0	0	2
9:45	0	0	0	0	0
10:00	0	1	0	0	1
10:15	0	1	0	0	1
10:30	0	2	0	0	2
10:45	2	0	0	0	2
11:00	0	1	0	0	1
11:15	0	0	0	0	0
11:30	0	0	0	0	0
11:45	0	0	0	0	0



City: Ontario
 Location: Bon View Avenue - Dwy TOTAL
 Date: 11/10/2021
 Count Type: Classified Driveway Count

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	0	0	0	0	0
12:15	2	2	0	0	4
12:30	1	0	2	0	3
12:45	1	0	0	0	1
13:00	2	0	0	0	2
13:15	1	0	0	0	1
13:30	0	1	0	0	1
13:45	0	0	0	0	0
14:00	1	0	1	0	2
14:15	1	1	0	0	2
14:30	0	1	0	0	1
14:45	0	0	0	0	0
15:00	0	1	0	0	1
15:15	1	0	0	0	1
15:30	2	0	0	0	2
15:45	3	1	1	0	5
16:00	0	0	0	0	0
16:15	0	1	0	0	1
16:30	0	0	0	0	0
16:45	0	1	0	0	1
17:00	1	0	0	0	1
17:15	0	2	0	0	2
17:30	0	0	0	0	0
17:45	0	1	0	0	1
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
19:00	0	0	0	0	0
19:15	0	1	0	0	1
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	1	0	0	1
20:15	0	0	0	1	1
20:30	0	0	0	0	0
20:45	1	0	0	0	1
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	0	0	1	0	1
22:00	0	1	0	0	1
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	53	32	6	1	92

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	0	1	0	0	1
12:15	2	0	0	0	2
12:30	1	1	0	0	2
12:45	0	0	1	0	1
13:00	2	2	0	0	4
13:15	2	1	0	0	3
13:30	0	0	0	0	0
13:45	1	0	0	0	1
14:00	0	0	0	0	0
14:15	1	1	0	1	3
14:30	0	1	0	0	1
14:45	0	0	0	0	0
15:00	0	0	0	0	0
15:15	1	0	0	0	1
15:30	3	0	0	0	3
15:45	2	1	0	0	3
16:00	0	0	0	0	0
16:15	1	0	0	0	1
16:30	1	0	0	0	1
16:45	0	0	0	0	0
17:00	0	0	1	0	1
17:15	0	0	0	0	0
17:30	1	1	0	0	2
17:45	0	0	0	0	0
18:00	4	0	0	0	4
18:15	1	0	0	0	1
18:30	0	0	0	0	0
18:45	0	0	0	0	0
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	1	0	0	1
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	1	0	0	1
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	1	0	0	0	1
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	1	0	0	1
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	58	31	4	1	94

G.2 - Vehicle Miles Traveled Screening Evaluation

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March 25, 2022

Ms. Angela Wolfe
FirstCarbon Solutions
250 Commerce, Suite 250
Irvine, CA 92602

SOUTH BON VIEW LOGISTICS VEHICLE MILES TRAVELED (VMT) SCREENING EVALUATION

Ms. Angela Wolfe,

Urban Crossroads, Inc. is pleased to provide the following Vehicle Miles Traveled (VMT) Screening Evaluation for the South Bon View Logistics development (**Project**) located at 1516 South Bon View Avenue in the City of Ontario.

PROJECT OVERVIEW

PROPOSED PROJECT

It is our understanding that the project is to consist of a 167,600 square foot warehouse building (See Attachment A).

EXISTING USE

The site is currently occupied by an existing towing service located at 1516 S. Bon View Avenue. As such, driveway counts were collected over a 24-hour period for 2 consecutive days on November 9 and 10, 2021. The data for the driveways were utilized to determine the average trip generation for the existing use. The data for the driveways were utilized to determine the average trip generation for the existing use. Attachment B contains the driveway count data.

BACKGROUND

Changes to California Environmental Quality Act (CEQA) Guidelines were adopted in December 2018, which require all lead agencies to adopt VMT as a replacement for automobile delay-based level of service (LOS) as the measure for identifying transportation impacts for land use projects. This statewide mandate went into effect July 1, 2020. To aid in this transition, the Governor's Office of Planning and Research (OPR) released a [Technical Advisory on Evaluating Transportation Impacts in CEQA](#) (December of 2018) (**Technical Advisory**) (1). Based on the Technical Advisory, the City of Ontario has developed and adopted their own VMT methodologies and thresholds, which were adopted by City Council in June 2020 (**City Guidelines**) (2). This VMT analysis has been developed based on the adopted City Guidelines.

VMT SCREENING

City Guidelines identify Projects that meet certain VMT screening criteria may be presumed to result in a less than significant transportation impact. It is our understanding the City of Ontario utilizes the San Bernardino County Transportation Authority (SBCTA) VMT Screening Tool (**Screening Tool**). The Screening Tool allows users to select an assessor's parcel number (APN) to determine if a project's location meets one or more of the screening thresholds for land use projects identified in the City Guidelines. The City Guidelines lists the following VMT screening criteria:

- Transit Priority Area (TPA) Screening
- Low VMT Area Screening
- Project Type Screening

A land use project need only meet one of the above screening criteria to result in a less than significant impact.

STEP 1: TPA SCREENING

Consistent with guidance identified in the City Guidelines, projects located within a Transit Priority Area (TPA) (i.e., within ½ mile of an existing "major transit stop"¹ or an existing stop along a "high-quality transit corridor"²) may be presumed to have a less than significant impact absent substantial evidence to the contrary. However, the presumption may not be appropriate if a project:

- Has a Floor Area Ratio (FAR) of less than 0.75;
- Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking);
- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization); or
- Replaces affordable residential units with a smaller number of moderate or high-income residential units.

The Screening Tool was utilized to locate the Project site and its proximity to a TPA. Results as shown in attachment B identify the Project Site is not located within ½ mile of an existing major transit stop, or along a high-quality transit corridor (See Attachment C).

TPA screening criteria is not met.

¹ Pub. Resources Code, § 21064.3 ("Major transit stop" means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.").

² Pub. Resources Code, § 21155 ("For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.").

STEP 2: LOW VMT AREA SCREENING

As noted in the Technical Advisory, “Residential and office projects that locate in areas with low VMT and that incorporate similar features (density, mix of uses, and transit accessibility) will tend to exhibit similarly low VMT.”

The City Guidelines state that projects may be presumed to have a less than significant VMT impact if located in an already low VMT generating traffic analysis zones (TAZs) that generates a VMT per service population (SP) that is 15% below County of San Bernardino Baseline VMT per SP. The Screening Tool uses the sub-regional San Bernardino Transportation Analysis Model (SBTAM) to measure VMT performance within individual TAZ's within the region. The Project's physical location based on parcel number is selected in the Screening Tool to determine the TAZ in which the Project will reside. The Project's TAZs VMT per service population was compared to 15% below County of San Bernardino Baseline VMT per SP. The parcel containing the proposed Project was selected and the Screening Tool was run for Origin-Destination (OD) VMT per service population, the Project is not located within a low VMT generating zone (See Attachment C).

Low VMT Area screening criteria is not met.

STEP 3: PROJECT TYPE SCREENING

The City Guidelines identify that local serving retail less than 50,000 square feet or other local serving essential services (e.g., day care centers, public schools, medical/dental office buildings, etc.) are presumed to have a less than significant impact absent substantial evidence to the contrary. The Project as intended does not contain any local serving uses.

Additionally, the City Guidelines state that small projects generating fewer than 110 daily vehicle trips or less may be presumed to have a less than significant impact, subject to discretionary approval by the City. Trips generated by the Project's proposed land uses have been estimated based on trip generation rates collected by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, 2021 (3). The Existing use was estimated to generate 182 daily vehicle trips. Whereas the Proposed Project is anticipated to generate 290 daily vehicle trip-ends per day for a net increase of 108 daily vehicle trips. Therefore, the Proposed Project does not generate daily vehicle trips exceeding the 110 daily vehicle trip threshold (See Attachment D).

Project Type screening criteria is met.

CONCLUSION

In summary, the Project was found to meet the Project Type Screening Criteria, The Project's impact on VMT is presumed to be less than significant; no further VMT analysis required.

If you have any questions, please contact me directly at aso@urbanxroads.com.

Respectfully submitted,

URBAN CROSSROADS, INC.

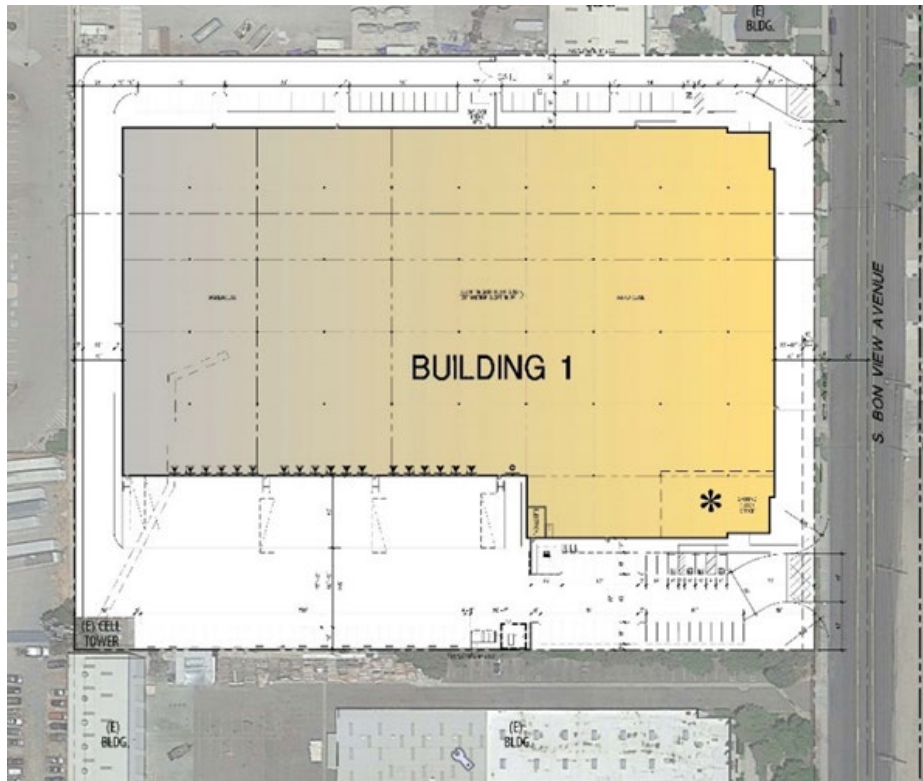


Alexander So
Senior Associate

REFERENCES

1. **Office of Planning and Research.** *Technical Advisory on Evaluating Transportation Impacts in CEQA.* State of California : s.n., December 2018.
2. **City of Ontario.** *SB 743 VMT Thresholds.* City of Ontario : s.n., June 2020.
3. **Institute of Transportation Engineers.** *Trip Generation Manual.* 11th Edition. 2021.

ATTACHMENT A
PRELIMINARY SITE PLAN



ATTACHMENT B
EXISTING DRIVEWAY COUNTS



City: Ontario
 Location: Bon View Avenue - Dwy TOTAL
 Date: 11/9/2021
 Count Type: Classified Driveway Count

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	4	0	0	0	4
4:45	3	0	0	0	3
5:00	4	0	0	0	4
5:15	4	0	0	0	4
5:30	3	0	0	0	3
5:45	3	0	0	0	3
6:00	2	0	0	0	2
6:15	0	2	0	0	2
6:30	1	0	0	0	1
6:45	3	0	0	0	3
7:00	2	0	0	0	2
7:15	2	1	0	0	3
7:30	0	0	1	0	1
7:45	1	0	0	0	1
8:00	3	0	0	0	3
8:15	1	0	0	0	1
8:30	0	0	0	0	0
8:45	2	0	0	0	2
9:00	1	1	0	0	2
9:15	0	2	0	0	2
9:30	1	2	0	0	3
9:45	1	0	0	0	1
10:00	0	1	0	0	1
10:15	1	0	0	0	1
10:30	1	2	0	0	3
10:45	0	0	0	0	0
11:00	0	0	0	0	0
11:15	0	1	0	0	1
11:30	1	0	0	0	1
11:45	0	1	0	0	1

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	1	0	0	0	1
5:00	0	0	0	0	0
5:15	2	1	0	0	3
5:30	2	0	0	0	2
5:45	2	0	0	0	2
6:00	1	3	0	0	4
6:15	1	1	0	0	2
6:30	6	1	1	0	8
6:45	2	1	0	0	3
7:00	1	0	0	0	1
7:15	1	0	0	0	1
7:30	1	2	0	0	3
7:45	2	0	0	0	2
8:00	0	0	0	0	0
8:15	1	0	0	0	1
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	2	0	0	0	2
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	1	0	0	1
10:00	1	0	0	0	1
10:15	1	1	1	0	3
10:30	0	2	0	0	2
10:45	1	0	0	0	1
11:00	0	1	0	0	1
11:15	0	0	0	0	0
11:30	0	0	0	0	0
11:45	1	1	0	0	2



City: Ontario
 Location: Bon View Avenue - Dwy TOTAL
 Date: 11/9/2021
 Count Type: Classified Driveway Count

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	0	0	0	0	0
12:15	1	0	1	0	2
12:30	1	0	0	0	1
12:45	0	0	0	0	0
13:00	1	0	0	0	1
13:15	1	0	1	0	2
13:30	0	0	0	0	0
13:45	0	0	0	0	0
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	0	1	0	0	1
14:45	1	1	0	0	2
15:00	1	2	0	0	3
15:15	0	1	0	0	1
15:30	0	0	0	0	0
15:45	1	0	0	0	1
16:00	2	1	0	0	3
16:15	0	1	0	0	1
16:30	0	0	0	0	0
16:45	0	0	0	0	0
17:00	0	1	1	0	2
17:15	1	0	0	0	1
17:30	0	0	0	0	0
17:45	0	0	0	0	0
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
19:00	0	0	0	1	1
19:15	0	0	0	0	0
19:30	0	0	1	0	1
19:45	0	0	0	0	0
20:00	0	1	0	0	1
20:15	0	0	1	0	1
20:30	0	0	0	0	0
20:45	0	1	0	0	1
21:00	0	1	0	0	1
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	54	24	6	1	85

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	0	0	0	0	0
12:15	1	0	0	0	1
12:30	1	0	0	0	1
12:45	0	0	0	0	0
13:00	1	0	0	0	1
13:15	0	0	0	0	0
13:30	0	0	0	0	0
13:45	0	0	1	0	1
14:00	0	0	0	0	0
14:15	3	0	0	0	3
14:30	0	0	0	0	0
14:45	0	1	0	0	1
15:00	2	1	1	0	4
15:15	0	0	0	0	0
15:30	1	0	0	0	1
15:45	2	3	0	0	5
16:00	3	0	0	0	3
16:15	0	0	0	0	0
16:30	1	0	0	0	1
16:45	0	0	0	0	0
17:00	1	0	0	0	1
17:15	0	0	0	0	0
17:30	2	1	0	0	3
17:45	0	1	0	0	1
18:00	1	1	0	0	2
18:15	1	0	0	0	1
18:30	1	0	0	0	1
18:45	0	0	0	0	0
19:00	0	0	0	2	2
19:15	0	0	0	0	0
19:30	0	0	1	0	1
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	1	0	0	1
20:30	0	1	0	0	1
20:45	0	1	1	0	2
21:00	0	0	0	0	0
21:15	0	1	0	0	1
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	50	27	6	2	85



City: Ontario
 Location: Bon View Avenue - Dwy TOTAL
 Date: 11/10/2021
 Count Type: Classified Driveway Count

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	1	0	0	1
2:15	0	0	0	0	0
2:30	0	1	0	0	1
2:45	0	0	0	0	0
3:00	0	2	0	0	2
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	1	0	0	0	1
4:30	1	0	0	0	1
4:45	4	1	0	0	5
5:00	2	1	0	0	3
5:15	4	0	0	0	4
5:30	2	0	0	0	2
5:45	1	3	0	0	4
6:00	3	0	0	0	3
6:15	1	0	0	0	1
6:30	1	0	0	0	1
6:45	5	0	0	0	5
7:00	2	0	0	0	2
7:15	2	0	1	0	3
7:30	0	0	0	0	0
7:45	2	0	0	0	2
8:00	4	0	0	0	4
8:15	0	0	0	0	0
8:30	1	0	0	0	1
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	0	1	0	0	1
9:30	0	1	0	0	1
9:45	0	1	0	0	1
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	0	1	0	0	1
11:00	0	1	0	0	1
11:15	0	1	0	0	1
11:30	0	0	0	0	0
11:45	0	2	0	0	2

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	1	0	0	1
2:30	0	0	0	0	0
2:45	0	1	0	0	1
3:00	0	0	0	0	0
3:15	0	1	0	0	1
3:30	0	1	0	0	1
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	1	0	0	0	1
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	1	1	0	0	2
5:15	0	1	0	0	1
5:30	1	1	0	0	2
5:45	2	0	0	0	2
6:00	5	1	0	0	6
6:15	1	0	0	0	1
6:30	2	2	0	0	4
6:45	3	1	0	0	4
7:00	2	1	0	0	3
7:15	1	1	1	0	3
7:30	1	0	0	0	1
7:45	3	0	0	0	3
8:00	1	0	0	0	1
8:15	4	0	1	0	5
8:30	3	0	0	0	3
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	1	1	0	0	2
9:45	0	0	0	0	0
10:00	0	1	0	0	1
10:15	0	1	0	0	1
10:30	0	2	0	0	2
10:45	2	0	0	0	2
11:00	0	1	0	0	1
11:15	0	0	0	0	0
11:30	0	0	0	0	0
11:45	0	0	0	0	0



City: Ontario
 Location: Bon View Avenue - Dwy TOTAL
 Date: 11/10/2021
 Count Type: Classified Driveway Count

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	0	0	0	0	0
12:15	2	2	0	0	4
12:30	1	0	2	0	3
12:45	1	0	0	0	1
13:00	2	0	0	0	2
13:15	1	0	0	0	1
13:30	0	1	0	0	1
13:45	0	0	0	0	0
14:00	1	0	1	0	2
14:15	1	1	0	0	2
14:30	0	1	0	0	1
14:45	0	0	0	0	0
15:00	0	1	0	0	1
15:15	1	0	0	0	1
15:30	2	0	0	0	2
15:45	3	1	1	0	5
16:00	0	0	0	0	0
16:15	0	1	0	0	1
16:30	0	0	0	0	0
16:45	0	1	0	0	1
17:00	1	0	0	0	1
17:15	0	2	0	0	2
17:30	0	0	0	0	0
17:45	0	1	0	0	1
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
19:00	0	0	0	0	0
19:15	0	1	0	0	1
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	1	0	0	1
20:15	0	0	0	1	1
20:30	0	0	0	0	0
20:45	1	0	0	0	1
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	0	0	1	0	1
22:00	0	1	0	0	1
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	53	32	6	1	92

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	0	1	0	0	1
12:15	2	0	0	0	2
12:30	1	1	0	0	2
12:45	0	0	1	0	1
13:00	2	2	0	0	4
13:15	2	1	0	0	3
13:30	0	0	0	0	0
13:45	1	0	0	0	1
14:00	0	0	0	0	0
14:15	1	1	0	1	3
14:30	0	1	0	0	1
14:45	0	0	0	0	0
15:00	0	0	0	0	0
15:15	1	0	0	0	1
15:30	3	0	0	0	3
15:45	2	1	0	0	3
16:00	0	0	0	0	0
16:15	1	0	0	0	1
16:30	1	0	0	0	1
16:45	0	0	0	0	0
17:00	0	0	1	0	1
17:15	0	0	0	0	0
17:30	1	1	0	0	2
17:45	0	0	0	0	0
18:00	4	0	0	0	4
18:15	1	0	0	0	1
18:30	0	0	0	0	0
18:45	0	0	0	0	0
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	1	0	0	1
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	1	0	0	1
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	1	0	0	0	1
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	1	0	0	1
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	58	31	4	1	94

ATTACHMENT C
SBCTA SCREENING TOOL

SBCTA VMT Screening Tool Powered by Fehr & Peers User's Guide

1516 S Bon View Ave, Ontario, CA

Show search results for 1516 S Bon Vi...

Complete #1 - 4, Then Click 'Run'

VMT. Please consult with the jurisdiction to verify which metric to use for your analysis.*

OD VMT Per Service Population

#3. Select the Baseline Year. The years available for analysis are from 2016 to 2040.*

2022

#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 (-15%)

[Help](#) **Run**

Map Layers

- Project Area VMT
- Screening Results
- Low VMT Generating TAZs
- Parcels
- Jurisdiction Boundaries
- TAZ
- Transit Priority Area

Project Area VMT (2 of 2)

Assessor Parcel Number (APN)	105012105
Traffic Analysis Zone (TAZ)	53647301
TAZ VMT	46.3
Jurisdiction VMT	33.3
% Difference	39.03%
VMT Metric	OD VMT Per Service Population
Threshold	28.3

[Zoom to](#) ...

0 100 200ft

County of Riverside, San Bernardino County, Bu

ATTACHMENT D
PROJECT TRIP GENERATION

TABLE 1: TRIP GENERATION COMPARISON

Land Use	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Existing Use							
Towing Service							
Passenger Cars:	6	8	14	2	3	5	108
2-axle Trucks:	1	1	2	3	1	4	58
3-axle Trucks:	1	1	2	0	1	1	12
4+-axle Trucks:	0	0	0	0	0	0	4
Total Truck Trips (Actual Vehicles):	2	2	4	3	2	5	74
Total Trips (Actual Vehicles)	8	10	18	5	5	10	182
Proposed Project							
Warehouse							
Passenger Cars:	19	6	25	7	18	25	186
2-axle Trucks:	0	0	0	1	0	1	18
3-axle Trucks:	0	0	0	1	1	2	22
4+-axle Trucks:	1	1	2	2	1	3	64
Total Truck Trips (Actual Vehicles):	1	1	2	4	2	6	104
Total Trips (Actual Vehicles)	20	7	27	11	20	31	290
Net New Trips (Actual Vehicles)	12	-3	9	6	15	21	108