APPENDIX I

LIMITED VMT ANALYSIS

May 22, 2023

Mr. Darren Ratekin
THE CONCO COMPANIES
5141 Commercial Circle
Concord, CA 94520

Subject: Santa Ana Avenue Warehouse Project Trip Generation and Vehicle Miles Traveled (VMT) Screening Analysis, City of Fontana

Dear Mr. Ratekin:

Introduction

RK ENGINEERING GROUP, INC. (RK) is pleased to provide this Trip Generation and Vehicle Miles Traveled (VMT) Screening Analysis for the proposed Santa Ana Avenue Warehouse Project.

The purpose of this study is to utilize the *City of Fontana Traffic Impact Analysis (TIA) Guidelines For Vehicles Miles Traveled (VMT) and Level of Service Assessment*, dated October 2020, which establishes uniform analysis methodologies and thresholds of significance for determining LOS as well as VMT impacts under the California Environmental Quality Act (CEQA), to determine if the project will require a detailed level of service (LOS) analysis and/or a detailed VMT modeling analysis.

Project Description

The proposed Santa Ana Avenue Warehouse Project (hereinafter referred to as "project") is bound between Santa Ana Avenue to the north and Dahlia Street to the south, and in between Etiwanda Avenue and Jasmine Street, in the City of Fontana. The project site is approximately 7.8 acres and is currently occupied by an existing 27,936 square-foot (SF) warehouse building and adjacent storage yard. The project proposes to retain the existing 27,936 SF warehouse building (i.e., Building No. 2) and construct a second 107,670 SF warehouse building (i.e., Building No. 1) to replace the existing storage yard. The project proposes to provide a total of one hundred eighty-nine (189) on-site parking spaces for the entire site.

1401 dove street, ste. 540
newport beach, ca 92660
P (949) 474-0809
W rkengineer.com

Access to the north portion of the project site (i.e., Building No. 1) is proposed via two (2) full-access unsignalized driveways located along Santa Ana Avenue. Access to the south portion of the project site (i.e., Building No. 2) is currently provided and is proposed to continue to be provided via the two (2) full-access unsignalized driveways located along Dahlia Street.

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

Project 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 (11th Edition, 2021) of the ITE Manual has been utilized for this trip generation analysis. This publication provides a comprehensive evaluation of trip generation rates for a variety of land uses.

The proposed project consists of constructing an additional 107,670-SF warehouse building. As such, the ITE Land Use Code 150: Warehousing trip rates are the most appropriate for the project. The truck percentages were further broken down by axle type per the heavy warehouse (i.e., warehouses greater than 100,000 SF) vehicle splits provided in the *City of Fontana Truck Trip Generation Study*, dated August 2003.

As shown in Table 1, based on the ITE trip generation rates and truck mix recommendations from the *City of Fontana Truck Trip Generation Study*, dated August 2003, the proposed project is forecast to generate approximately 184 non-PCE daily trips with 18 non-PCE trips in the AM peak hour and 19 non-PCE trips in the PM peak hour. After the application of appropriate PCE factors, the proposed project is forecast to generate approximately 250 PCE daily trips with 24 PCE trips in the AM peak hour and 25 PCE trips in the PM peak hour.

As specified in the *City of Fontana Traffic Impact Analysis (TIA) Guidelines For Vehicles Miles Traveled (VMT) and Level of Service Assessment,* dated October 2020, a detailed traffic impact analysis will be required if a project is forecast to generate 50 or more peak hour trips to any intersection. If a project is expected to generate less than 50 peak hour trips, a

traffic analysis shall not be required, and a trip generation memorandum will be considered sufficient for traffic analysis purposes.

Based on the proposed project trip generation (i.e., 24 AM PCE peak hour trips and 25 PM PCE peak hour trips), the proposed project is not required to prepare a traffic impact analysis and is not expected to result in any significant adverse impacts on the operations of the roadway network and intersections.

VMT Screening Assessment

The California Governor's Office of Planning and Research (OPR) issued a Technical Advisory in December 2018 which described their recommended procedures and methodology for VMT analysis. A key element of SB 743, signed in 2013, is the elimination of automobile delay and LOS as the sole basis for determining California Environmental Quality Act (CEQA) impacts. Pursuant to CEQA Guidelines, Section 15064.3, VMT is the most appropriate measure of transportation impacts.

The *City of Fontana Traffic Impact Analysis (TIA) Guidelines For Vehicles Miles Traveled (VMT) and Level of Service Assessment,* dated October 2020, provides recommendations in the form of thresholds of significance and methodology for identifying VMT-related impacts. The proposed project is subject to a VMT analysis and will adhere to the recommendations and practices described in the City's guidelines.

The City of Fontana has developed four types of screening criteria that can be applied to effectively screen projects from project-level assessment. The screening steps are identified below:

- Step 1: Transit Priority Area (TPA) Screening
- Step 2: Low VMT Area Screening
- Step 3: Low Project Type Screening
- Step 4: Project Net Daily Trips Less Than 500 ADT

Step 4: Project Net Daily Trips Less Than 500 ADT

Based on the *City of Fontana Traffic Impact Analysis (TIA) Guidelines For Vehicles Miles Traveled (VMT) and Level of Service Assessment,* dated October 2020, "Projects that

generate fewer than 500 average daily trips (ADT) would not cause a substantial increase in the total citywide or regional VMT and are therefore presumed to have a less than significant impact on VMT."

As shown in Table 1, the proposed project is forecast to generate a total of approximately 184 non-PCE daily trips. As a result, the proposed project is screened out based on Step 4: Project net daily trips less than 500 ADT screening and may be presumed to have a less than significant impact on VMT under CEQA. Therefore, no further VMT analysis is required.

Conclusions

RK Engineering Group, Inc. has completed this Trip Generation and Vehicle Miles Traveled (VMT) Screening Assessment for the proposed Santa Ana Avenue Warehouse Project.

As specified in the *City of Fontana Traffic Impact Analysis (TIA) Guidelines For Vehicles Miles Traveled (VMT) and Level of Service Assessment,* dated October 2020, a detailed traffic impact analysis will be required if a project is forecast to generate 50 or more peak hour trips to any intersection. If a project is expected to generate less than 50 peak hour trips, a traffic analysis shall not be required, and a trip generation memorandum will be considered sufficient for traffic analysis purposes. Based on the net project trip generation (i.e., 24 AM PCE peak hour trips and 25 PM PCE peak hour trips), the proposed project is not required to prepare a traffic impact analysis and is not expected to result in any significant adverse impacts on the operations of the roadway network and intersections.

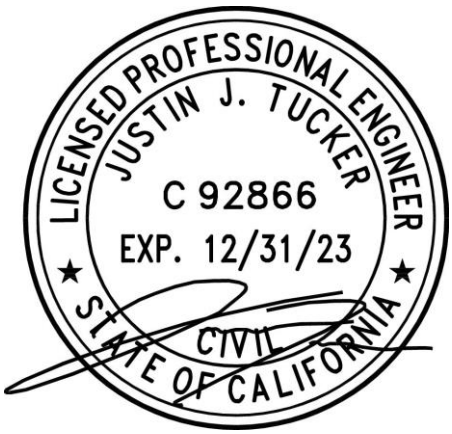
Furthermore, consistent with the *City of Fontana Traffic Impact Analysis (TIA) Guidelines For Vehicles Miles Traveled (VMT) and Level of Service Assessment,* dated October 2020, the proposed project is screened out from a full VMT analysis based on Step 4: Project Net Daily Trips less Than 500 ADT screening criteria and may be presumed to have a less than significant impact on VMT under CEQA.

RK Engineering Group, Inc. appreciates this opportunity to assist THE CONCO COMPANIES with 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.







Justin Tucker, P.E.
Principal Engineer

Becca Morrison
Environmental Specialist

Exhibits

Exhibit A

Location Map



Legend:

✳ = Project Site

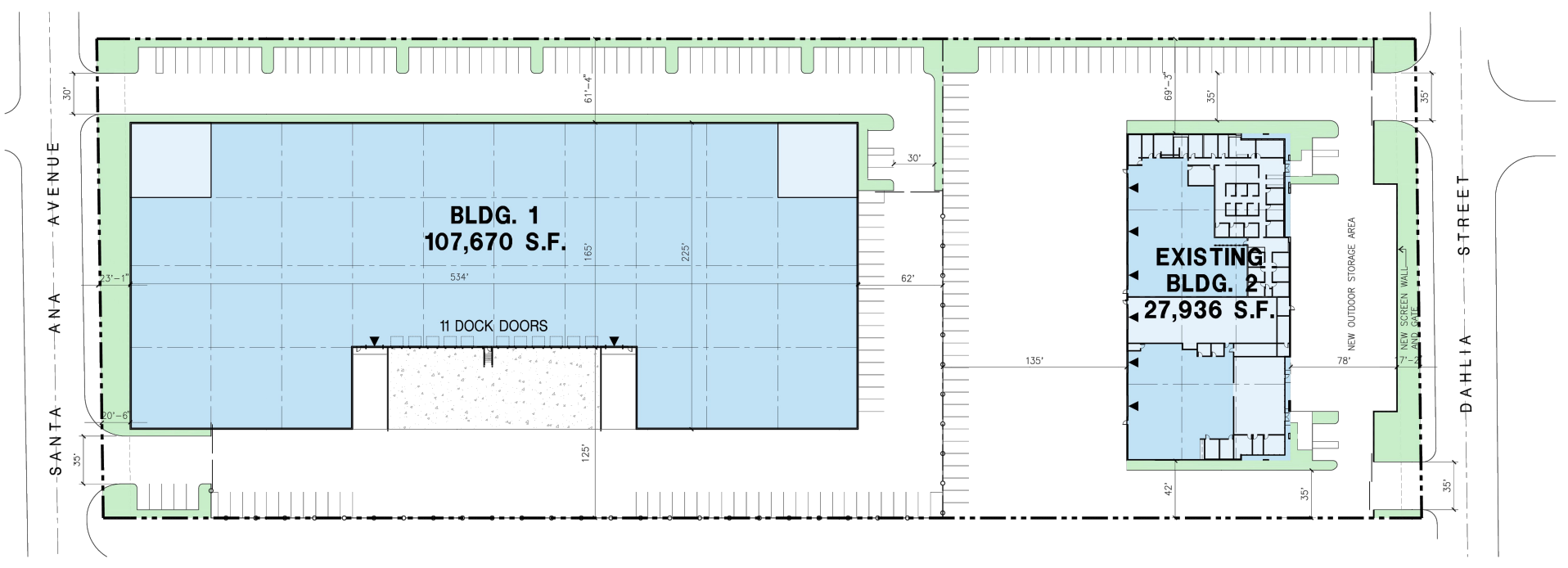
= Project Site Boundary

N

RK engineering group, inc.

Exhibit B

Site Plan



N

RK engineering group, inc.

Tables

Table 1
Project Trip Generation
Santa Ana Avenue Warehouse Project

Land Use	ITE Code	Quantity	Units[1]	Trip Type	Peak Hour						Daily
					AM			PM			
					In	Out	Total	In	Out	Total	
Proposed Land Uses Trip Generation Rates[2]											
Warehouse	150	--	TSF	All Vehicles	0.09	0.08	0.17	0.06	0.12	0.18	1.71
				Trucks	0.02	0.02	0.04	0.02	0.02	0.04	0.35
				Passenger Cars	0.07	0.06	0.13	0.04	0.10	0.14	1.36
Proposed Project Vehicle Trip Generation											
Santa Ana Avenue Warehouse Project	150	107.67	TSF	All Vehicles	9	9	18	6	13	19	184
Vehicle Mix Trip Generation[3]											
Passenger Vehicles (79.57%)					8	6	14	5	10	15	146
2-Axle Trucks (3.46%)					0	1	1	0	1	1	6
3-Axle Trucks (4.64%)					0	1	1	0	1	1	9
4-Axle Trucks (12.33%)					1	1	2	1	1	2	23
Total Trucks[4]					1	3	4	1	3	4	38
Total Proposed Project Non-PCE Trip Generation					***9***	***9***	***18***	***6***	***13***	***19***	***184***
PCE Trip Generation[4, 5]											
Passenger Vehicles (PCE = 1.0)					8	6	14	5	10	15	146
2-Axle Trucks (PCE = 2.0)					0	2	2	0	2	2	12
3-Axle Trucks (PCE = 2.5)					0	2	3	0	2	3	23
4-Axle Trucks (PCE = 3.0)					3	3	6	3	3	6	69
Total Proposed Project PCE Trip Generation					***11***	***13***	***24***	***8***	***17***	***25***	***250***

[1] TSF = Thousand Square Feet;

[2] AM peak hour total, PM peak hour total, and daily trip generation rates for Warehouse land use are referenced from the *ITE Trip Generation Manual* (11th Edition, 2021). Peak hour in and out trip generation rates were derived utilizing passenger vehicle and truck fleet mix splits referenced from the *City of Fontana Truck Trip Generation Study* (August 2003).

[3] The truck fleet mix (i.e., entering and exiting splits) is based on the "Heavy Warehouse" land use category's recommended large truck mix referenced from the *City of Fontana Truck Trip Generation Study* (August 2003).

[4] Recommended PCE Factors per *City of Fontana Traffic Impact Analysis (TIA) Guidelines For Vehicles Miles Traveled (VMT) and Level of Service Assessment* (October, 2020).

[5] PCE = Passenger Car Equivalent