TECHNICAL MEMORANDUM

TO: For applicant submittal to the CITY OF RIALTO

FROM: Perrie Ilercil, Senior Engineer | GANDDINI GROUP, INC.

DATE: August 7, 2024

SUBJECT: Olive Grove Residential (River Ranch Pkwy) Project Transportation Screening Assessment
GGI Project No. 19747

Ganddini Group, Inc. is pleased to provide this Transportation Screening Assessment for the Olive Grove Residential (River Ranch Pkwy) project in the City of Rialto. The purpose of this memorandum is to determine if the preparation of a traffic impact analysis with level of service (LOS) analysis or vehicle miles traveled (VMT) analysis is necessary based on the transportation study guidelines and screening criteria established by the City of Rialto. We trust the findings of this analysis will aid the City of Rialto in assessing the project.

PROJECT DESCRIPTION

The 4.1-acre project site (APN: 0264-03-221) is located on River Ranch Parkway between Sycamore Avenue and Powell Drive in the City of Rialto, California. The project site is currently vacant and zoned as Single Family Residential.

The proposed project involves the development of 29 single family homes. Vehicle access for the project site is proposed via River Ranch Parkway. The proposed site plan is shown in Attachment A.

TRIP GENERATION

Table 1 shows the proposed project trip generation forecast is based on average rates obtained from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition, 2021) for Land Use Code 210 (Single-family Detached Housing).

As shown in Table 1, the proposed project is forecast to generate approximately 273 daily trips, including 20 trips during the AM peak hour and 27 trips during the PM peak hour.

CRITERIA FOR THE PREPARATION OF TRAFFIC IMPACT ANALYSES

The project has been assessed to determine if the preparation of a traffic impact analysis with level of service (LOS) analysis and vehicle miles traveled (VMT) analysis is necessary based on the criteria established as specified in the *City of Rialto Traffic Impact Analysis Guidelines* for Vehicle Miles Traveled (VMT) and Level of Service (LOS) Assessment (October 2021) ["City TIA Guidelines"].

Level of Service Screening Criteria (General Plan Conformity)

As specified in the City TIA Guidelines, the following types of projects, because of their size, nature, or location, may be exempt from the requirement of preparing a transportation impact study with level of service (LOS) analysis:

1. Residential Parcel Maps (4 lots or less)
2. Single Family residential subdivisions (10 lots or less)
3. Apartments and other Multiple Family projects (50 units or less)
4. Plot Plans and Use Cases for projects of one acre or less
5. Lodges, Community Centers, Neighborhood Parks and Community Parks.
6. Commercial Storage Facilities (less than 10 acres)
7. Congregate Care Facilities that contain significant special services, such as medical facilities, dining facilities, recreations facilities and support retail facilities.
8. Projects with 51-100 or less peak-hour trips in areas where there exists a current (less than one year old) comprehensive traffic analysis, where infrastructure funding mechanisms are in place, or the roadway system is built out in accordance with the General Plan within a 0.50-mile radius. The Public Works Director/City Engineer may require a local/focused TIA for projects that have the potential to create adverse impacts to the circulation system.
9. Any proposed use which can demonstrate, based on the most current Trip Generation Manual, published by the Institute of Traffic Engineers (ITE), or other approved trip generation data, that there will be less than 50 vehicle trips during peak hours and no other operational concerns exist.

However, the City reserves the right to require an applicant to prepare additional LOS-based study under the following situations:

a. The presence of an existing safety problem
b. The location/development is likely to create or has the potential to create a safety problem
c. The location of the development is in an environmentally or otherwise sensitive area, or in an area which is likely to generate public controversy.
d. The presence of a nearby substandard street or intersection. This is normally any street or intersection at Level of Service (LOS) D or worse or where substandard improvements exist (street width, pavement section, improvements, substandard signals etc.)
e. There is a need for a focused study due to access, circulation or operational issues.
f. A request for any affected agency (adjacent City, County, Caltrans) which is deemed by the Public Works Director/City Engineer to be reasonable and rational.

The project would generate and contribute fewer than 50 peak hour trips to any intersection of two streets designated as Collector or higher on the City's General Plan circulation system. The project does not propose any deviation from the City's TIA Guidelines. Subject to verification by the City Traffic Engineer, the project does not appear to contribute to unique existing or proposed traffic conditions in the project vicinity to warrant further evaluation. Therefore, the project does not warrant the preparation of a transportation impact study with LOS analysis based on the City-established screening criteria and LOS impacts may be presumed to be negligible.

Vehicle Miles Traveled Screening Criteria (CEQA)

The vehicle miles traveled (VMT) screening assessment has been prepared in accordance with City 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 TIA 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. To qualify for VMT screening, the project need only satisfy one of the following screening criteria:

- Projects located within a Transit Priority Area (TPA)
  - Projects located within one-half mile radius of a major transit stop[1] or high-quality transit corridor[2]
- Projects located within a low VMT area
  - Site location can be verified with the web-based or map-based VMT Screening Tool[3]
- Project Type Screening
  - Local serving land use
  - Projects which generate less than net new 110 daily vehicle[4] trips (ADT)

TPA Screening

Projects located within a TPA, defined as within one-half mile of a major transit stop or high-quality transit corridor, may be presumed to result in a less than significant VMT impact absent substantial evidence to the contrary. The City TIA Guidelines note that this screening criteria may not apply the project has a floor area ratio (FAR) less than 0.75, the project is inconsistent with applicable Sustainable Communities Strategy, or the project constructs a smaller number of moderate or high-income residential units than the existing number of affordable residential units.

Based on a review of the San Bernardino County Transportation Authority (SBCTA) VMT Screening Tool, the proposed project is not located within a TPA; therefore, this screening criteria is not met.

Low VMT Area Screening

As prescribed in the City TIA Guidelines, the SBCTA VMT Screening Tool was used to assess low VMT area screening for the project. The VMT Screening Tool was developed using the County travel forecasting model to measure VMT performance for individual jurisdictions and for individual traffic analysis zones (TAZs) within the County transportation region. TAZs are geographic polygons similar to census block groups used to

[1] A major transit stop is defined as an existing rail transit station, ferry terminal with bus or rail service, or the intersection of two or more major bus routes with less than 15-minute headways during the peak commute hours (Pub. Resources Code, § 21064.3.).

[2] Fixed route bus service with less than 15-minute headways during the peak commute hours (Pub. Resources Code, § 21155).

[3] The SBCTA VMT Screening Tool was developed from the San Bernardino Transportation Analysis Model (SBTAM) travel forecasting model to measure VMT performance for individual jurisdictions and for individual traffic analysis zones (TAZs).

[4] As specified by the OPR Technical Advisory, the term vehicle refers to on-road passenger vehicles, specifically cars and light trucks. Heavy-duty trucks should only be included in a traffic impact analysis for modeling convenience and ease of calculation (e.g., where data provided combine auto and heavy freight VMT) (CEQA Guidelines, § 15064.3, subd. (a)). Therefore, heavy-duty truck trips should not contribute to a finding of significant traffic (VMT) impact.

represent areas of homogenous travel behavior. Total daily VMT per service population was estimated for each TAZ. This presumption may not be appropriate if the project land uses would alter the existing built environment in such a way as to increase the rate or length of vehicle trips.

Based on the VMT Screening Tool results for the project site, located within TAZ 53750103 with a VMT 38.1 VMT per service population that is more than San Bernardino County regional average (32.7 VMT per service population); therefore, the proposed project does not satisfy the City-established screening criteria for projects located in a low VMT area.

Project Type Screening

The City TIA Guidelines identify the several types of projects that may be presumed to have a less than significant VMT impact as they are local serving and thus can be expected to reduce VMT or they are small enough to have a negligible impact:

- Projects consisting of local servicing land use
  - Local-serving retail less than 50,000 square feet
  - Local-serving K-12 schools
  - Local parks
  - Day care centers
  - Local gas stations
  - Local banks
  - Local-serving hotels (e.g. non-destination hotels)
  - Local-serving medical
  - Student housing projects on or adjacent to college campuses
  - Local-serving assembly uses (places of worship, community organizations)
  - Community institutions (Public libraries, fire stations, local government)
  - Local serving community colleges that are consistent with the assumptions noted in the RTP/SCS
  - Affordable or supportive housing
  - Assisted living facilities
- Trip Screening
  - Projects generating with less than 110 daily passenger vehicle trips (ADT)
    - 11 single-family residential dwelling units
    - 16 multi-family residential dwelling units
    - 10,000 square feet of office
    - 15,000 square feet of light industrial
    - 63,000 square feet of warehousing
    - 79,000 square feet of high-cube transload and short-term storage warehouse

The project consists of 29 single-family dwelling units which generates more than 110 net new daily trips. Therefore, this screening criteria is not satisfied.

CONCLUSION

The proposed project is forecast to generate approximately 273 daily trips, including 20 trips during the AM peak hour and 27 trips during the PM peak hour.

The proposed project satisfies the City-established level of service (LOS) screening criteria for projects generating fewer than 50 peak hour trips. Therefore, the project does not warrant the preparation of a transportation impact study with LOS analysis based on the City-established LOS screening criteria.

The proposed project does not satisfy any of the City-established vehicle miles traveled (VMT) screening criteria. Therefore, preparation of a transportation impact study with VMT analysis is warranted, and the project cannot be presumed to result in a less than significant VMT impact.

In accordance with the City TIA Guidelines, the proposed project scoping agreement form is shown in Attachment B.

It has been a pleasure to assist you with this project. Should you have any questions or comments, please contact Perrie Ilercil at (714) 795-3100 ext. 103 or perrie@ganddini.com.

Table 1
Project Trip Generation

Trip Generation Rates									
			AM Peak Hour			PM Peak Hour			
Land Use	Source[1]	Land Use Variable[2]	% In	% Out	Rate	% In	% Out	Rate	Daily Rate
Single-Family Detached Housing	ITE 210	DU	25%	75%	0.70	63%	37%	0.94	9.43

Trips Generated									
			AM Peak Hour			PM Peak Hour			
Land Use	Source	Quantity	In	Out	Total	In	Out	Total	Daily
Single-Family Detached Housing	ITE 210	29 DU	5	15	20	17	10	27	273

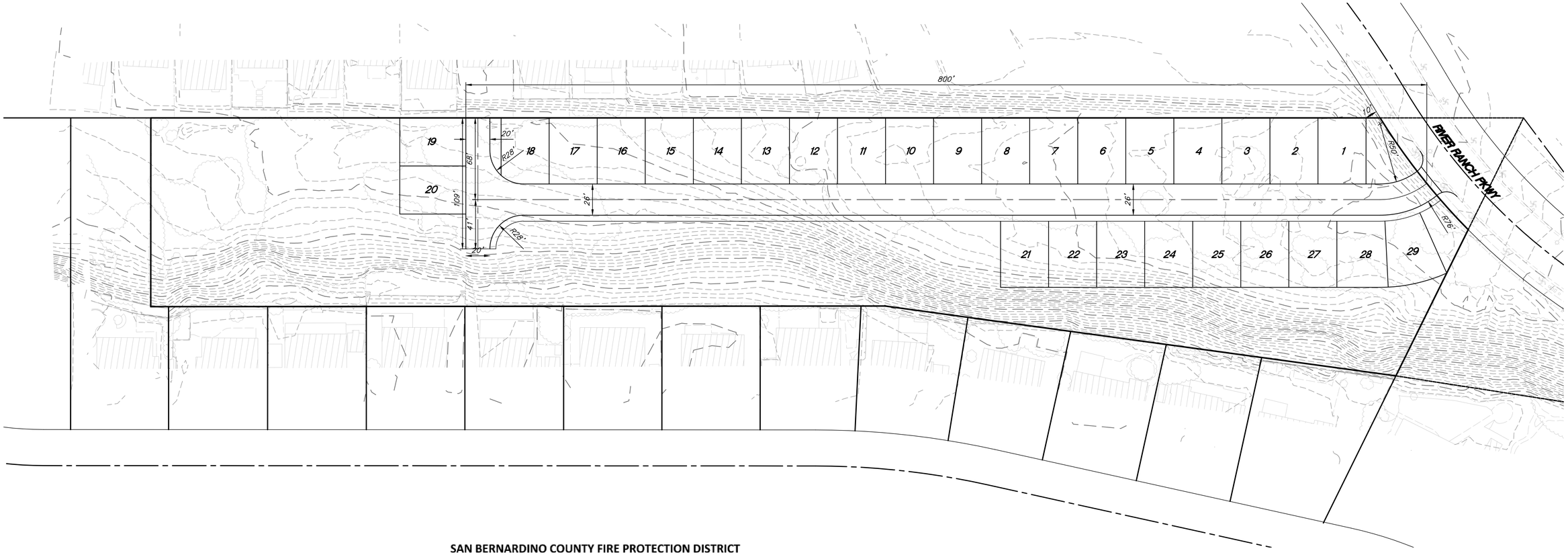
Notes:

1. ITE = Institute of Transportation Engineers *Trip Generation Manual* (11th Edition, 2021); ### = Land Use Code. All rates based on General Urban/Suburban setting.
2. DU = Dwelling Units.

ATTACHMENT A

SITE PLAN

OLIVE GROVE
PRELIMINARY SITE PLAN
RIVER RANCH - RIALTO



SAN BERNARDINO COUNTY FIRE PROTECTION DISTRICT
COMMUNITY SAFETY DIVISION

620 South 'E' Street
San Bernardino, CA 92415-0179
(909) 386-8400

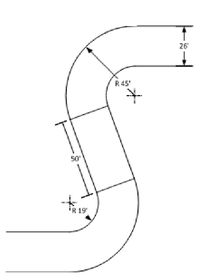
Standard Number

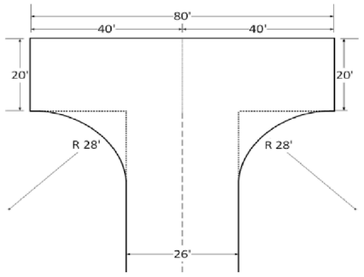
A - 1

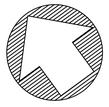
Revision Date:
July 1, 2023

FIRE PREVENTION STANDARD

FIRE APPARATUS ACCESS ROAD DESIGN, CONSTRUCTION AND MAINTENANCE







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DATE REVISED: 6/21/2024

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ATTACHMENT B

Scoping Agreement

Exhibit A

SCOPING AGREEMENT FOR TRAFFIC IMPACT ANALYSIS

This following form shall be used to acknowledge preliminary approval of the scope for the traffic impact analysis (TIA) of the following project. The TIA must follow the City of Rialto Traffic Impact Analysis – Report Guidelines and Requirements, adopted by the City Council on .

Project Identification:

Case Number:	
Related Cases:	
SP No.	
EIR No.	
GPA No.	
CZ No.	
Project Name:	Project Olive Grove Residential (River Ranch Pkwy)
Project Address:	River Ranch Parkway between Powell Drive and Sycamore Avenue
Opening Year:	2026
Project Description	The 4.1-acre project site (APN: 0264-03-221) proposed project involves
	the development of 29 single family homes.
	Vehicle access for the project site is proposed via River Ranch Parkway.

Applicant Information:

	Consultant:	**Developer:**
Project Name:	Ganddini Group, Inc.	
Project Address:	555 Parkcenter Drive Suite 225	
	Santa Ana, CA 92705	
Telephone Number:	714-795-3100	
Fax/Email:	perrie@Ganddini.com	

Land Use Information:

Existing GP Land Use: Vacant (R1-A) Proposed Land Use: Single Family Residential

Existing Zoning Single Family Residential Proposed Zoning: Single Family Residential

Potential Screening Checks:

Is the project screened from LOS assessment? **Yes** ~~No~~

LOS screening justification: The project generates less than 50 trips during peak hours.

1. **Trip Generation Source:** International Transportation Engineering Manual (11th Ed, 2021)

Total Daily Project Trips: 273

	Current Trip Generation			Proposed Trip Generation		
	In	Out	Total	In	Out	Total
AM Trips	-	-	-	15	5	20
PM Trips	-	-	-	17	10	27

Internal Trip Allowance ~~Yes~~ **No** (_____ % Trip Discount)

Pass-By Trip Allowance ~~Yes~~ **No** (_____ % Trip Discount)

For appropriate land uses, a pass-by trip discount may be allowed not to exceed 25%. Discount trips shall be indicated on a report figure for intersections and access locations.

2. **Trip Geographic Distribution:** N xx % S xx % E xx% W xx %

(Detailed exhibits of trip distribution must be attached with Trucks as a separate exhibit)

3. **Background Growth Traffic**

Project Completion Year: _____ Annual Background Growth Rate: _____ %

Other Phase Years NA

Other area projects to be considered: _____

(Contact Planning for Lists. Correlate projects to exhibit map and also indicate which projects have been included in study area forecasts for existing + background growth + project + cumulative)

Model/Forecast methodology: _____

4. **Study Intersections:** (NOTE: Subject to revision after other projects, trip generation and distribution are determined, or comments from other agencies received.)

1. NA
2. _____
3. _____
4. _____
5 _____
6. _____
7. _____
8. _____
9. _____
10. _____

5. Study Roadway Segments: (NOTE: Subject to revision after other projects, trip generation and distribution are determined, or comments from other agencies received.)

1.	NA	6.	
2.		7.	
3.		8.	
4.		9.	
5		10.	

6. Other Jurisdictional Impacts
Is this project within any other Agency's Sphere of Influence or within one-mile of another jurisdictional boundary?

~~YES~~ _____ **NO** _____

If so, name of Jurisdiction: NA _____

7. Site Plan (please attach 11" x 17" legible copy)

8. Specific issues to be addressed in the Study (in addition to the standard analysis described in the Guideline) (to be filled out by the City of Rialto Public Works Department) (NOTE: If the traffic study states that "a traffic signal is warranted" (or "a traffic signal appears to be warranted," or similar statement) at an existing un-signalized intersection under existing conditions, 8-hour approach traffic volume information must be submitted in addition to the peak hourly turning movement counts for that intersection.)

_____

_____

_____

_____

9. Existing Conditions

Traffic count data must be new or within one year. Provide traffic count dates if using other than new counts.

Date of counts: NA _____

NOTE Fees are due and must be submitted with, or prior to submittal of this form. The City will not process the Scoping Agreement prior to the receipt of the processing fee.

Fees Paid: _____ Date _____

Recommended:

Scoping Agreement Submittal date August 2024

Scoping Agreement Re-submittal date _____

Perrie Ilercil, Ganddini Group — August 6, 2024

Applicant/Engineer — Date

Land Use Concurrence:

Development Services Department — Date

Approved by:

Public Works Department — Date

NOTE:

The Applicant/Engineer acknowledges that the Scoping Agreement is intended to assist in the preparation of any required TIA. It is preliminary in nature and the City does not have sufficient data to determine the ultimate conditions that may be imposed for the project. It does not provide nor limit the requirements imposed on the Project but is intended only to provide initial input into the parameters for review of the traffic generated by the Project and the initial areas to be considered and studied. Subsequent changes to scope of required analysis to be included in the TIA may be required by the Transportation Commission, Planning Commission, and/or the City Council upon Public Works Director/City Engineer review and approval.

VMT Analysis Project Scoping Form

This scoping form shall be submitted to the City of Rialto to assist in identifying infrastructure improvements that may be required to support traffic from the proposed project.

Project Identification:

Case Number:	
Related Cases:	
SP No.	
EIR No.	
GPA No.	
CZ No.	
Project Name:	Project Olive Grove Residential (River Ranch Pkwy)
Project Address:	River Ranch Parkway between Powell Drive and Sycamore Avenue
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Trip Generation Data Source: International Transportation Engineering Manual (11th Ed, 2021)

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	Current Trip Generation			Proposed Trip Generation		
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AM Trips	-	-	-	15	5	20
PM Trips	-	-	-	17	10	27

Internal Trip Allowance ~~Yes~~ **No** (_____ % Trip Discount)

Pass-By Trip Allowance ~~Yes~~ **No** (_____ % Trip Discount)

Potential Screening Checks:

Is the project screened from VMT assessment? ~~Yes~~ **No**

VMT screening justification: The project does not satisfy any of the VMT screening criteria.

VMT Scoping:

For projects that are not screened, identify the following:

- Travel Demand Forecasting Model Used SBTAM Modeling
- Attach SBCTA Screening VMT Assessment output or describe why it is not appropriate for use
- Attach proposed Model Land Use Inputs and Assumed Conversion Factors (attach)

VMT Scoping Submittal:

Scoping Agreement Submittal date August 2024

Scoping Agreement Re-submittal date _____

Perrie Ilercil, Ganddini Group — August 6, 2024

Applicant/Engineer — Date

Approved by:

Public Works Department Date

NOTE:

The Applicant/Engineer acknowledges that the Scoping Agreement is intended to assist in the preparation of any required TIA. It is preliminary in nature and the City does not have sufficient data to determine the ultimate conditions that may be imposed for the project. It does not provide nor limit the requirements imposed on the Project but is intended only to provide initial input into the parameters for review of the traffic generated by the Project and the initial areas to be considered and studied. Subsequent changes to scope of required analysis to be included in the TIA may be required by the Transportation Commission, Planning Commission, and/or the City Council upon Public Works Director/City Engineer review and approval