



INTEGRATED ENGINEERING GROUP

TRANSPORTATION PLANNING AND ENGINEERING

Recommended Approval
Subject to specific Site
Plan Comments- 5/3/22

Justin P. Schlaefli

Date: February 9, 2022

To: Daniel Rosas, Associate Planner, City of Rialto

From: George Ghossain, Principal Engineer, Integrated Engineering Group

Subject: **GOLDEN LAND WAREHOUSE SCOPING AGREEMENT, CITY OF RIALTO**

Integrated Engineering Group (IEG) is pleased to submit this scoping agreement for the Proposed Golden Land Warehouse Project located at the southwest corner of N Locust Avenue and W Stonehurst Drive in the City of Rialto, California. The subject project is proposing the construction of a new 62,321 square foot warehouse building on a vacant lot.

Our goal is to obtain comments from City of Rialto staff, to ensure that this memo fully addresses the analysis requirements per the City of Rialto Traffic Impact Analysis (TIA) Guidelines for Vehicle Miles Traveled (VMT) and Level of Service (LOS) Assessment, May 2021.

The preliminary project site plan is shown on **Attachment 1**. It is anticipated that the proposed development will be built in one phase. Access to the Project site will be provided via one full access driveway along N Locust Avenue.

TRIP GENERATION

Trip generation is a measure or forecast of the number of trips that begin or end at the project site. The traffic generated is a function of the extent and type of development proposed for the site. These trips will result in some traffic increases on the streets where they occur. Vehicular traffic generation characteristics for projects are estimated based on established rates. Per the City of Rialto TIA Guidelines, trip generation for truck intensive uses must be calculated based on Land Use 150 Warehouse rates from the *Trip Generation Manual, 11th Edition*, published by the Institute of Transportation Engineers (ITE), to determine if this project satisfies the thresholds to be exempt from preparing a TIA. Additionally, the TIA Guidelines, provide minimum truck rates and passenger car equivalent (PCE) conversion rates. Project ITE average trip generation rates and trip calculations are summarized in **Table 1** and **Table 2** below.

Table 1 - 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	
Warehousing	TSF	150	0.13	0.04	0.17	0.05	0.13	0.18	1.71

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

² TSF = Thousand Square Feet; VFP = Vehicle Fueling Positions

Table 2 - Project Trip Generation Summary



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Land Use ¹	Intensity	Units ²	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Warehousing	62.32	TSF	8	2	10	3	8	11	107
Vehicle Mix ³									
Passenger Cars (60.0%)			5	1	6	2	5	7	64
2-Axle Trucks (2% $\times$ 40%=0.8%) (PCE = 1.5)			0	0	0	0	0	0	1
3-Axle Trucks (28% $\times$ 40%=11.2%) (PCE = 2.0)			2	0	2	1	2	3	24
4+-Axle Trucks (70% $\times$ 40%=28%) (PCE = 3.0)			7	2	9	3	7	10	90
<i>Sub-total</i>			14	3	17	6	14	20	179

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

² TSF = Thousand Square Feet; VFP = Vehicle Fueling Positions

³ Recommended Vehicle Mix per City of Rialto; Passenger Car Equivalent (PCE) Rates per City of Fontana TIA Guidelines for VMT and LOS Assessment, October 2020

Per the City Guidelines, Exemption from conducting a traffic impact study is applicable if a project can “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. As shown on **Table 2**, the proposed project is anticipated to generate approximately 179 total daily trips, 17 AM peak hour trips and 20 PM peak hour trips. Based on the generation calculation, the project does not satisfy the threshold of 50 vehicle trips during peak hours and; therefore, it is exempt from preparing a full TIA. IEG will prepare and submit a trip generation assessment memorandum to document the project exemption from conducting a full TIA to the satisfaction of the City Engineer.

VEHICLE MILES TRAVELED (VMT)

Per the City Guidelines and based on the project land use description and size, it is assumed that the project is presumed to have a less than significant VMT impact. IEG will prepare and submit a VMT screening analysis to the satisfaction of the City Engineer justifying that the project is screened out under Project Type Screening criteria for warehousing land uses less than 63,000 square feet.

Sincerely,

IEG

George Ghossain, PE, MSCE, MPA
Principal Engineer

Attachments: Project Site Plan

Approved By:

Signature:

Name: _____

Address: _____

Area Schedule	
Name	Area
Office - Second Floor	2896 SF
Office - First Floor	3048 SF
Conditioned	5943 SF
Warehouse	56378 SF
Unconditioned	56378 SF
Total Floor Area	62321 SF

REQUIRED PARKING:

PROVIDED PARKING:

REGULAR PARKING: 65 SPACES
(INCLUDING 3 HANDICAP SPACES)

COMBINATION OF LOW-EMITTING, FUEL-EFFICIENT AND CARPOOL:
REQUIRED: 6 SPACES
(INCLUDING 4 EVCS)
PROVIDED: 6 SPACES

PROVIDED:	(INCLUDING 4 EVCS)
EV CHARGING STATION:	6 SPACES
REQUIRED:	4 EVCS
PROVIDED:	4 EVCS

SHORT-TERM BICYCLE PARKING:
REQUIRED: 65 PARKING SPACES x 5% = 1-BIKE CAPACITY RACK
PROVIDED: 4-BIKE CAPACITY RACK

LONG-TERM BICYCLE PARKING:
REQUIRED: 65 PARKING SPACES x 5% = 4-BICYCLE PARKING FACILITY
PROVIDED: 4 (INSIDE WAREHOUSE)

Number	Description
PL1	Site Plan
PL2	Floor Plans
PL3	Exterior Elevations
PL4	3D Views
PL5	Roof Plan & Site Views
1 of 1	Landscape Plot Plan
L-3	Planting Plan

30 Nov. 2021

Professional Seal of Douglas Andreason, Licensed Architect, State of California, License No. C-14504, Renewal Date 12-31-21.

PL1

