
APPENDIX K
TRAFFIC GENERATION MEMO



January 8, 2019

Ms. Betsy A. Lindsay
UltraSystems Environmental
16431 Scientific Way
Irvine, CA 92618

Traffic Generation Memo
Boyle Warehousing
19-1030
City of Fontana

RE: Boyle Warehousing - Trip Generation Memo

Ms. Betsy A. Lindsay:

The following traffic trip generation memorandum is in support of an Environmental Document (CEQA Addendum) to the Southwest Fontana Industrial Park Specific Plan Environmental Impact Report (EIR).

The City of Fontana (City) has requested a trip generation memo for a proposed 126,655 square foot warehouse located approximately at 15950 Boyle Avenue, Fontana, CA. The proposed site includes 85 parking stalls for passenger vehicles and 14 truck loading docks, and two driveways along Boyle Avenue. An asphalt concrete truck yard area would be provided in the northern portion of the project site. The warehouse building would include 14 dock doors.

Per the City's "Draft Traffic Impact Analysis Guidelines, Section 3.0 WHEN A TRAFFIC IMPACT ANALYSIS IS REQUIRED", a traffic study will not be for projects under 50 peak hour two-way trips generated by the development.

For the City's review, HKA has prepared a trip generation memo to demonstrate that the proposed site's trip generation is under this threshold.

Trip Generation Analysis

For Traffic Impacts and Analysis, the City of Fontana requires the use of "Institute of Transportation Engineers' Trip Generation" or other approved data sources and the following Passenger Car Equivalents (PCEs): 2-Axle Truck = 2.0 PCE, 3-Axle Truck = 2.5 PCE and 4 (or more)-Axle Trucks – 3.0 PCE.

The following analysis of trips generated from the site location was determined with Institute of Transportation Engineers' Trip Generation Manual, 10th Edition – Volume 2: Data and the PCE's as listed above.

Existing Site

The entire site is 5.54 acres and is currently vacant with no existing structures. Prior to this, a K-9 dog training facility, two residential buildings, and trailer / vehicle parking usages were present on the site as shown in the Google Earth image in Figure 1. These structures have all since been removed.

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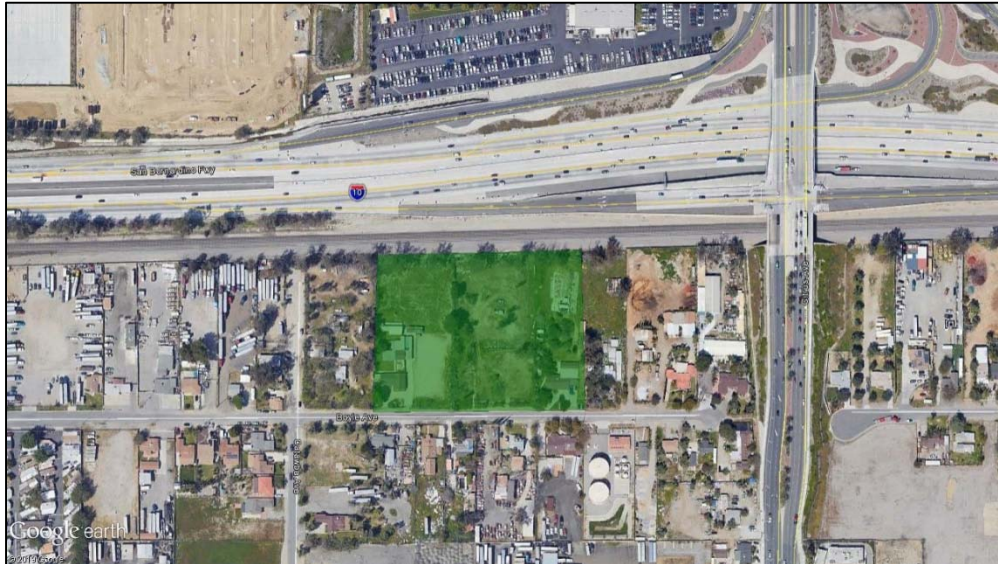


Figure 1: Existing Site

Future Traffic - Post Development

According to ITE Category 150 Warehousing, the total trips generated from the facility without accounting for existing trips would be as follows. The proposed warehouse will span 126,655 square feet. The proposed site plan is shown in Figure 2 on the following page.

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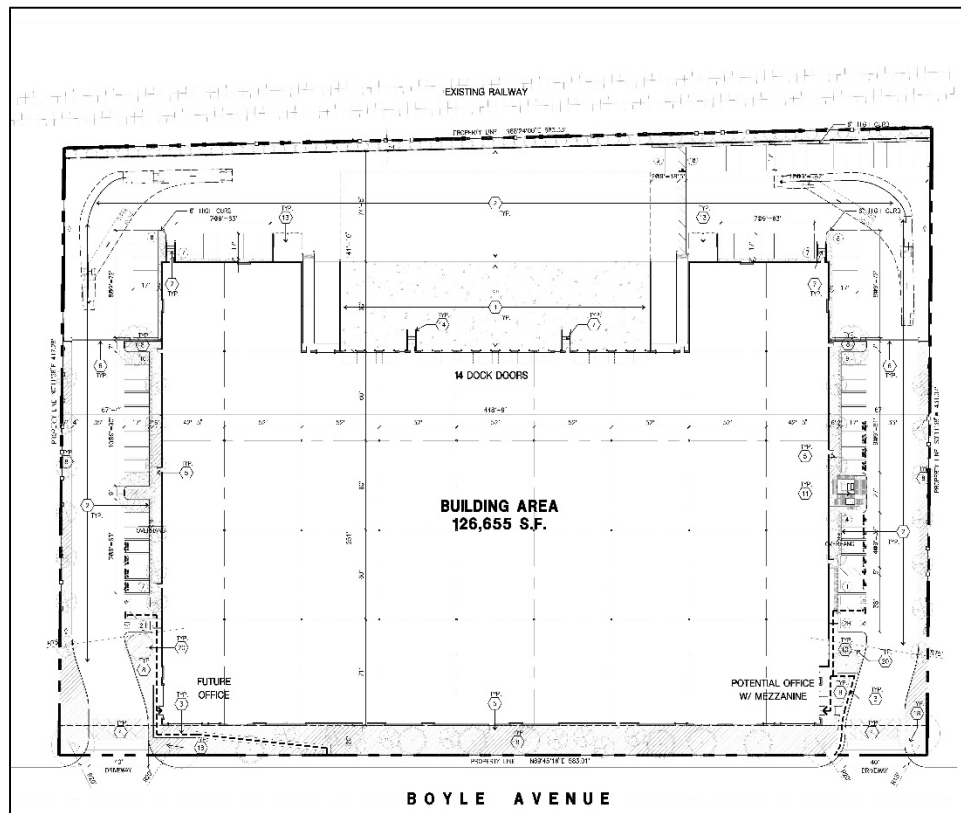


Figure 2: Proposed Site Plan

Post Development Traffic (No Credit – Non PCE’s)

Site Area: Gross Floor Area = 126,655 Square Feet

Analysis Condition	Inbound Trips	Outbound Trips	Total Trips
AM Peak Hour Trips	17	5	22
PM Peak Hour Trips	6	18	24

Truck PCE Conversion

Truck traffic will most likely enter and exit the facility and although the ITE does not account for PCE’s into the estimated trip generation, this memorandum will use engineering judgment to determine an appropriate number of trips to be converted into PCE’s. HKA has performed traffic studies for warehouse facilities in the past and generally these facilities operate outside the peak hour. In our experience the split between passenger and truck traffic to a warehouse facility is as shown below.

Auto Classification	AM Peak Hour (Inbound)	AM Peak Hour (Outbound)	PM Peak Hour (Inbound)	PM Peak Hour (Outbound)
Passenger Vehicles	97.1%	93.6%	96.1%	96.7%
2-Axle	.6%	0%	0%	0%
3-Axle	0%	3.2%	0%	1.1%
4+ Axle	1.3%	3.2%	3.9%	2.2%

From the percentage baseline shown above the number of truck trips from the ITE Category are as follows (to be conservative any trip generated was rounded up to the next whole trip):

Truck Category (Number of Axles)	AM Peak Hour Number of Trucks (Inbound)	AM Peak Hour Number of Trucks (Outbound)	PM Peak Hour Number of Trucks (Inbound)	PM Peak Hour Number of Trucks (Outbound)
Passenger Vehicles	17	5	6	18
2-Axle	1	0	0	0
3-Axle	0	1	0	1
4+ Axle	1	1	1	1

The total project trip traffic expected into and out of the site in PCEs is the following:

Analysis Condition	Inbound Trips	Outbound Trips	Total Trips
AM Peak Hour Trips with Credit	22	11	33
PM Peak Hour Trips with Credit	9	24	33

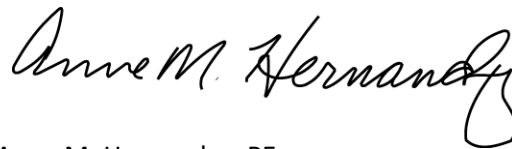
Conclusion

The PCE trips above contribute less than 50 peak hour (two-way) trips after full development. Therefore, further traffic analysis is not required.

Sincerely,



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Anne M. Hernandez, PE
Principal