Appendix H: Noise Report

August 29, 2023

Mr. Brad Vernaci
VERNACI PROPERTIES, LLC
145 North 10th Avenue
Upland, CA 91786

Subject: Whittram Avenue Truck Trailer Parking Lot Project Trip Generation and VMT Screening Analysis, County of San Bernardino

Dear Mr. Vernaci:

Introduction

RK ENGINEERING GROUP, INC. (RK) is pleased to provide this Trip Generation and Vehicle Miles Traveled (VMT) screening analysis for the proposed Whittram Avenue Truck Trailer Parking Lot Project.

The purpose of this study is to utilize the *County of San Bernardino Transportation Impact Study Guidelines,* dated July 9, 2019, 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 Whittram Avenue Truck Trailer Parking Lot Project (hereinafter referred to as "project") is located at 14044 Whittram Avenue, in an unincorporated area of the County of San Bernardino.

The proposed project consists of constructing and operating a truck trailer parking facility with a 3,000 square foot (SF) office building, a 4,500 SF maintenance shop, and approximately 156 truck trailer parking spaces and 11 tractor rig parking spaces. The total site area is approximately 5.23 acres and is currently vacant. Access to the project is proposed via one (1) full-access unsignalized driveway located along Whittram Avenue and via one (1) full-access unsignalized driveway located along Calabash Avenue.

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

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. However, due to the unique nature of this project, project trip rates were instead derived from previously obtained 24-hour driveway counts at a similar facility and applied to the project to determine the project's trip generation.

The aforementioned 24-hour driveway counts were collected on Thursday, January 12, 2023 at a driveway serving a Fleet Yards Operation Lot in the City of El Monte. The approximately 3.4-acre site consists of one (1) parcel located at 4313 Rowland Avenue (APN: 8577-001-049), a portion of one (1) parcel located at 4400 Temple City Boulevard (APN: 8577-001-043), and a portion of the 4350 Temple City Boulevard parcel (APN: 8577-001-028) in the City of El Monte. Similar to the Whittram Avenue Truck Trailer Parking Lot Project, which proposes to provide approximately 156 truck trailer parking spaces, the El Monte Fleet Yards Operation Lot is a truck storage facility that provides approximately 150 semi-truck, tractor, and trailer parking spaces. As such, the El Monte Fleet Yards Operation Lot is an appropriate site to derive trip generation due to its similar land use and size.

The observed 24-hour driveway counts are provided in Appendix A. Exhibit C shows the location map of the existing El Monte Fleet Yards Operation Lot.

The existing El Monte Fleet Yards Operation Lot AM and PM peak hour traffic volumes were determined by counting the morning and evening three-hour peak period from 6:00 AM to 9:00 AM and from 4:00 PM to 7:00 PM, respectively, and using the highest hour within each three-hour peak period. Traffic counts were converted to Passenger Car Equivalents (PCE) based on vehicle classifications. The following PCE conversion factors were utilized:

- Passenger Vehicles – 1.0 PCE
- 2-Axle Trucks – 1.5 PCE
- 3-Axle Trucks – 2.0 PCE
- 4+ Axle Trucks – 3.0 PCE

Table 1 shows the actual (non-PCE) and the PCE existing trip generation for the El Monte Fleet Yards Operation Lot based on the 24-hour driveway counts.

Table 1
Existing El Monte Fleet Yards Operation Lot Trip Generation[1]

Vehicle Type	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Passenger Vehicles	2	1	3	5	5	10	46
2-Axle Trucks	0	0	0	0	0	0	0
3-Axle Trucks	6	0	6	0	4	4	58
4-Axle Trucks	0	2	2	2	2	4	67
Total Trucks	6	2	8	2	6	8	125
Total Trip Generation (Actual Trips)	**8**	**3**	**11**	**7**	**11**	**18**	**171**
PCE Trip Generation[2]							
Passenger Vehicles	2	1	3	5	5	10	46
2-Axle Trucks (PCE = 1.5)	0	0	0	0	0	0	0
3-Axle Trucks (PCE = 2.0)	12	0	12	0	8	8	116
4-Axle Trucks (PCE = 3.0)	0	6	6	6	6	12	201
Total Trucks	12	6	18	6	14	20	317
Total Trip Generation (With PCE)	**14**	**7**	**21**	**11**	**19**	**30**	**363**

[1] Existing trip generation was determined by collecting existing 24-hour driveway counts at each existing driveway. These existing driveway counts were collected on Thursday, January 12, 2023 at all driveways serving the Fleet Yards Operation Lot. The El Monte Fleet Yards Operation Lot AM and PM peak hour traffic volumes were determined by counting the morning and evening three-hour peak period from 6:00 AM to 9:00 AM and from 4:00 PM to 7:00 PM, respectively, and using the highest hour within each three-hour peak period.

[2] PCE = Passenger Car Equivalent

As shown in Table 1, the existing El Monte Fleet Yards Operation Lot currently generates approximately 171 non-PCE (actual vehicle) daily trips which include approximately 11 (8 inbound and 3 outbound) non-PCE (actual vehicle) AM peak hour trips and approximately 18 (7 inbound and 11 outbound) non-PCE (actual vehicle)PM peak hour trips. Additionally, the existing El Monte Fleet Yards Operation Lot currently generates approximately 363 PCE-adjusted daily trips which include approximately 21 (14 inbound and 7 outbound) PCE-adjusted AM peak hour trips and approximately 30 (11 inbound and 19 outbound) PCE-adjusted PM peak hour trips.

Utilizing the existing trip generation shown in Table 1 and based on the number of truck spaces (i.e. 150 spaces), Table 2 shows the derived trip generation rates as well as the proposed trip generation forecast for the project.

Table 2
Whittram Avenue Truck Trailer Parking Lot Trip Generation Forecast

Project	Quantity	Units	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Derived Trip Generation Rates									
Derived Trip Generation Rates[1]	150	Spaces	0.09	0.05	0.14	0.07	0.13	0.20	2.42
Project Trip Generation									
Whittram Avenue Truck Trailer Parking Lot Project	156	Spaces	14	8	22	11	20	31	378

[1] The trip generation rates have been calculated by dividing the existing trip generation for the El Monte Fleet Yards Operation Lot (see Table 1) by the existing number of spaces (i.e. 150 spaces).

As shown at the bottom of Table 2, the proposed Whittram Avenue Truck Trailer Parking Lot is forecast to generate approximately 378 PCE-adjusted daily trips which include approximately 22 (14 inbound and 8 outbound) PCE-adjusted AM peak hour trips and approximately 31 (11 inbound and 20 outbound) PCE-adjusted PM peak hour trips.

According to the *County of San Bernardino Transportation Impact Study Guidelines*, dated July 9, 2019, if a project generates less than 100 peak hour trips, a traffic analysis shall not be required, and a trip generation memo will be considered sufficient unless the County has specific concerns related to the project access and interaction with adjacent intersections.

Based on the proposed project trip generation (i.e., 22 PCE AM peak hour trips and 31 PCE PM 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.

Vehicle Miles Traveled (VMT) Screening Assessment

The *County of San Bernardino Transportation Impact Study Guidelines*, dated July 9, 2019, 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.

In accordance with the County of San Bernardino Guidelines, projects which serve the local community and have the potential to reduce VMT should not be required to complete a VMT assessment. These projects are as follows:

- K-12 schools
- Local-serving retail uses less than 50,000 square feet
- Local parks
- Day care centers
- Local-serving gas stations
- Local-serving banks
- Student housing projects
- Local serving community colleges that are consistent with the assumptions noted in the RTP/SCS
- Projects generating less than 110 daily vehicle trips
- Projects located within a Transit Priority Area (TPA)
- Projects located within a low VMT generating area

To determine if the project is located within a Transit Priority Area (TPA) or a low VMT generating area, the San Bernardino County Transportation Authority (SBCTA)'s web-based VMT screening tool was utilized.

THE SBCTA VMT Screening Tool worksheets are provided in Appendix B.

Based on the results of the SBCTA VMT Screening Tool located in Appendix B, the project is not located within a TPA, but is located within a low VMT generating area. Hence, the project meets the VMT screening criteria based on its location within a low VMT generating area.

As such, the project may be presumed to have a less than significant impact on VMT and is exempt from a full project-level VMT assessment.

Conclusion

RK Engineering Group, Inc. has completed this Trip Generation and Vehicle Miles Traveled (VMT) Screening Assessment for the proposed Whittram Avenue Truck Trailer Parking Lot Project.

As specified in the *County of San Bernardino Transportation Impact Study Guidelines*, dated July 9, 2019, a traffic impact analysis shall not be required, and a trip generation memorandum will be considered sufficient for traffic analysis purposes if a project is expected to generate less than 100 AM or PM peak hour trips. Based on the proposed project trip generation (i.e., 22 PCE AM peak hour trips and 31 PCE PM 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.

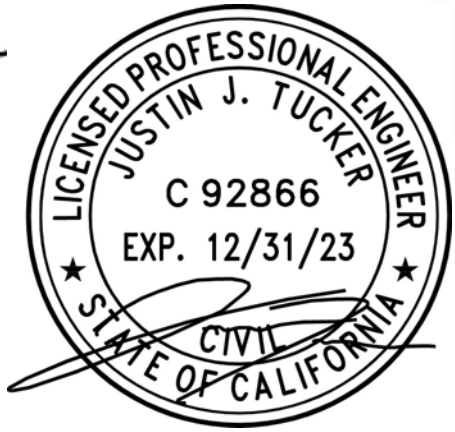
Additionally, the project screens out of a full project-level VMT assessment because the project is located within a low VMT generating area. As such, the project may be presumed to have a less than significant impact on VMT under CEQA and no further VMT analysis is required.

RK Engineering Group, Inc. appreciates this opportunity to assist VERNACI PROPERTIES, LLC 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



Nhi Ly, EIT
Engineer II

Exhibits

Exhibit A

Location Map

Legend:

✳ = Project Site

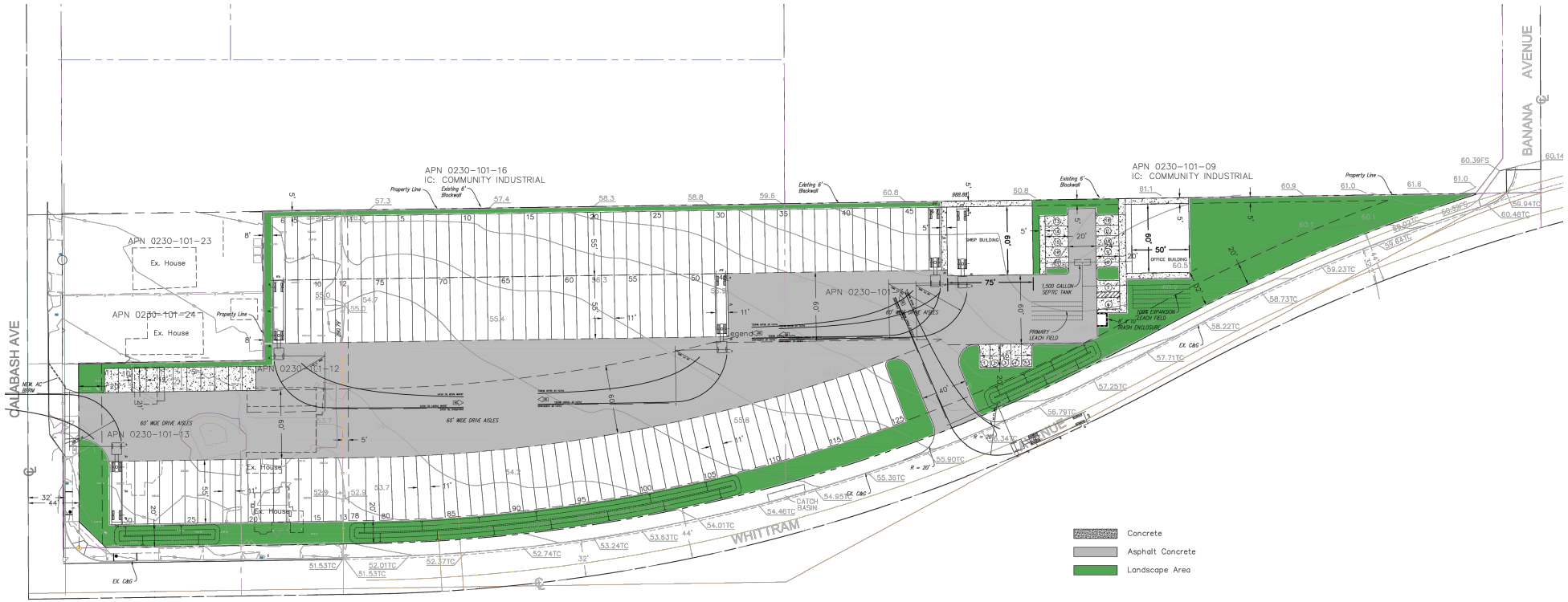
▬ = Project Site Boundary

N

RK engineering group, inc.

Exhibit B

Site Plan



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RK engineering group, inc.

Exhibit C

El Monte Fleet Yards Operation Lot Location Map

Legend:

= El Monte Fleet Yards Operation Lot

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Appendices

Appendix A

24-Hour Driveway Counts
Fleet Yards Operation Lot Located at
4313 Rowland Ave, 4400 Temple City Blvd, & 4350 Temple City Blvd

City: El Monte
Location: Rowland Avenue Driveway 3
Date: Thursday, January 12, 2023
Count Type: Driveway Specialty Classification

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

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

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City: El Monte
Location: Rowland Avenue Driveway 3
Date: Thursday, January 12, 2023
Count Type: Driveway Specialty Classification

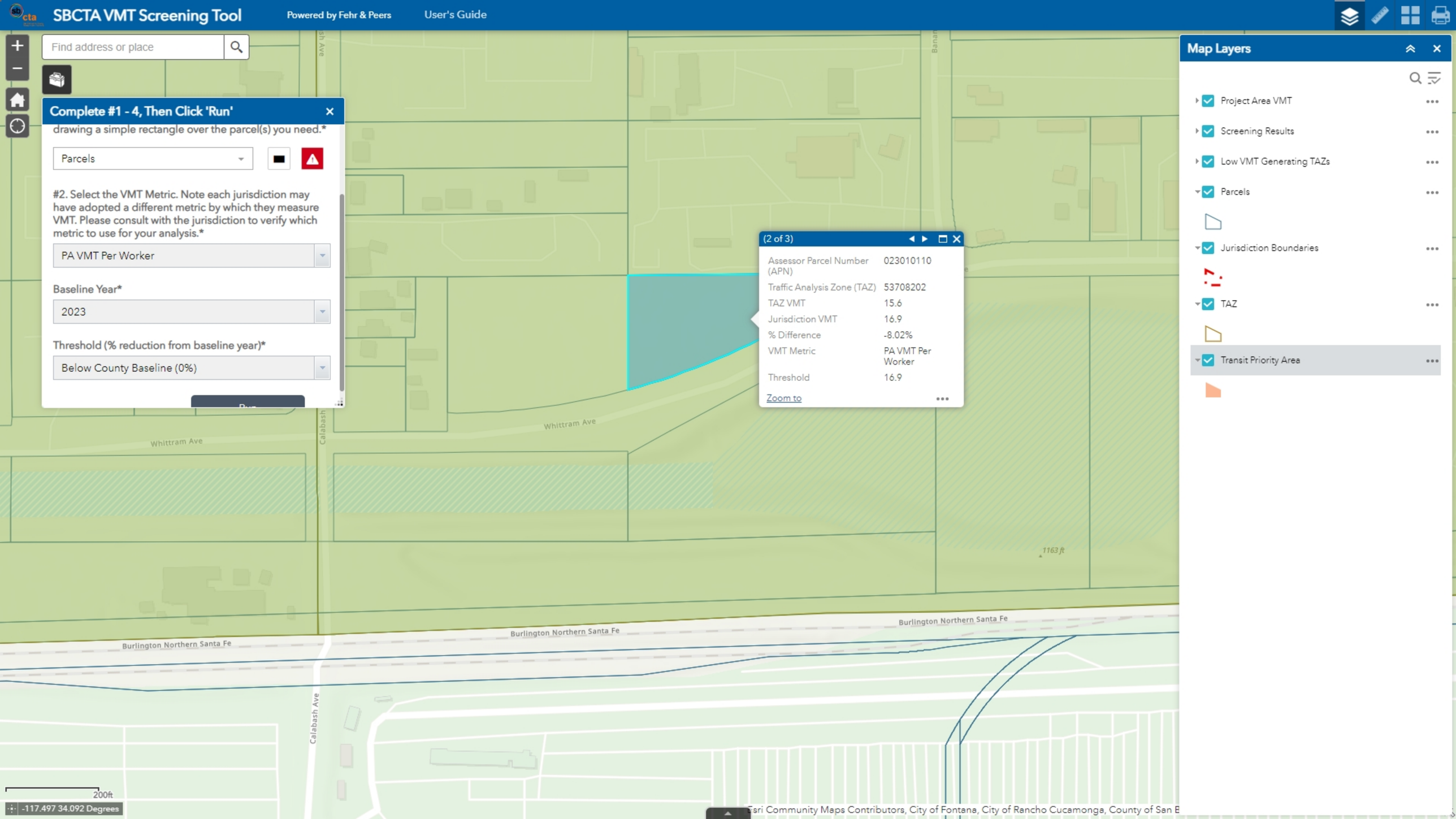
	Entering						
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Amazon Van	Amazon Truck	Total
12:00	0	0	1	1	0	0	2
12:15	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0
12:45	1	0	1	0	0	0	2
13:00	0	0	2	0	0	0	2
13:15	0	0	0	1	0	0	1
13:30	0	0	0	0	0	0	0
13:45	0	0	0	1	0	0	1
14:00	1	0	0	0	0	0	1
14:15	0	0	1	1	0	0	2
14:30	0	0	0	0	0	0	0
14:45	0	0	0	2	0	0	2
15:00	1	0	0	1	0	0	2
15:15	0	0	2	2	0	0	4
15:30	0	0	1	0	0	0	1
15:45	0	0	0	0	0	0	0
16:00	2	0	0	2	0	0	4
16:15	1	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0
16:45	2	0	0	0	0	0	2
17:00	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0
17:30	0	0	0	2	0	0	2
17:45	1	0	0	0	0	0	1
18:00	0	0	0	2	0	0	2
18:15	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0
18:45	0	0	0	2	0	0	2
19:00	1	0	0	1	0	0	2
19:15	0	0	0	0	0	0	0
19:30	0	0	0	1	0	0	1
19:45	0	0	0	0	0	0	0
20:00	0	0	0	2	0	0	2
20:15	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0
20:45	0	0	0	1	0	0	1
21:00	2	0	0	3	0	0	5
21:15	0	0	1	1	0	0	2
21:30	0	0	0	1	0	0	1
21:45	0	0	0	0	0	0	0
22:00	0	0	0	1	0	0	1
22:15	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0
22:45	1	0	0	2	0	0	3
23:00	0	0	0	0	0	0	0
23:15	0	0	1	3	0	0	4
23:30	0	0	0	0	0	0	0
23:45	0	0	0	1	0	0	1
TOTAL	**21**	**0**	**19**	**43**	**0**	**0**	**83**

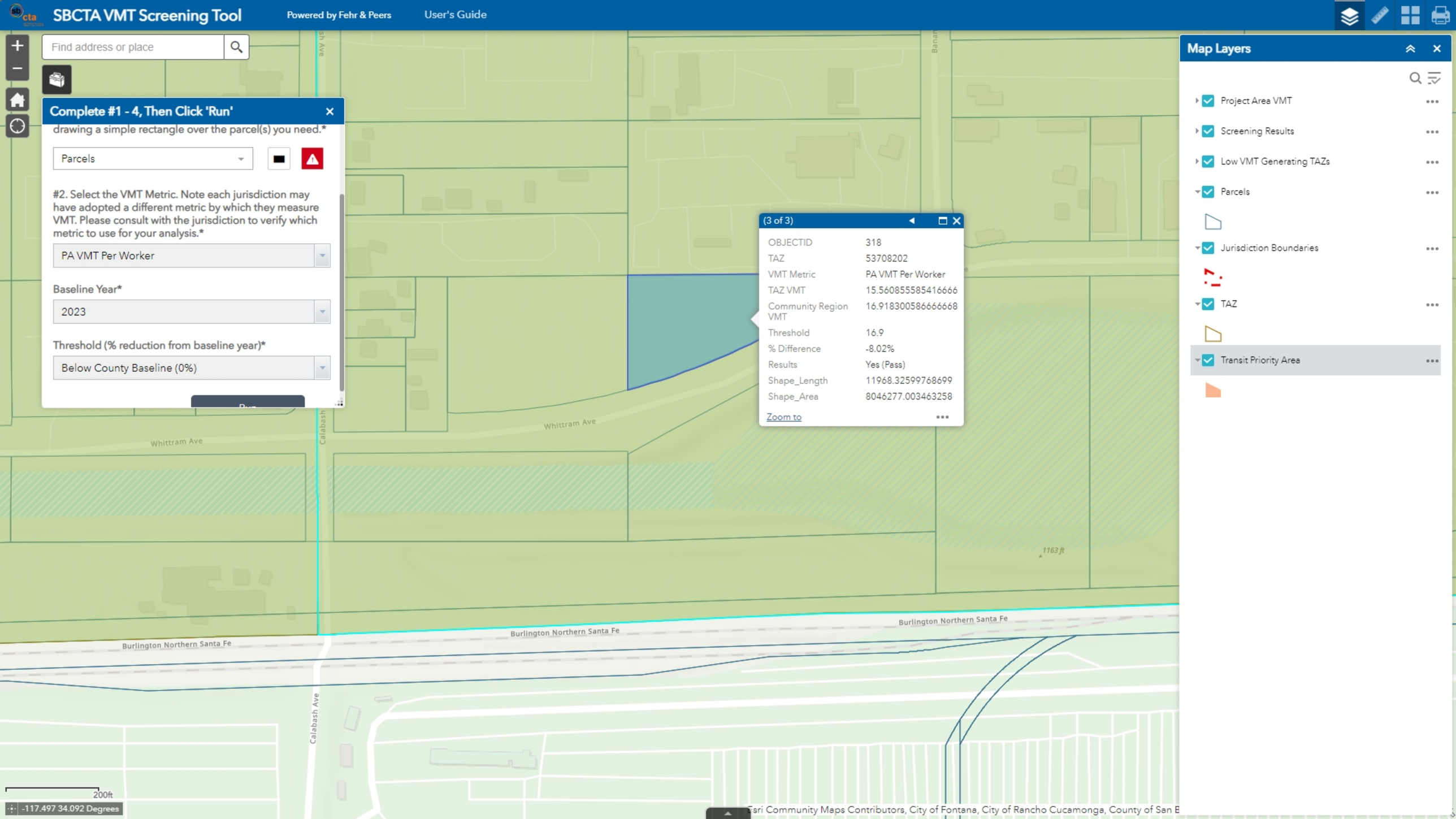
	Exiting						
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Amazon Van	Amazon Truck	Total
12:00	1	0	1	0	0	0	2
12:15	1	0	1	0	0	0	2
12:30	0	0	0	0	0	0	0
12:45	1	0	0	0	0	0	1
13:00	0	0	0	0	0	0	0
13:15	0	0	0	1	0	0	1
13:30	0	0	1	2	0	0	3
13:45	0	0	0	0	0	0	0
14:00	1	0	0	0	0	0	1
14:15	0	0	0	0	0	0	0
14:30	0	0	1	0	0	0	1
14:45	0	0	0	1	0	0	1
15:00	1	0	2	1	0	0	4
15:15	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0
15:45	0	0	0	1	0	0	1
16:00	2	0	1	2	0	0	5
16:15	2	0	2	0	0	0	4
16:30	0	0	1	0	0	0	1
16:45	1	0	0	0	0	0	1
17:00	1	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0
17:30	1	0	0	0	0	0	1
17:45	1	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0
18:15	0	0	1	3	0	0	4
18:30	0	0	1	0	0	0	1
18:45	0	0	1	0	0	0	1
19:00	1	0	1	0	0	0	2
19:15	0	0	1	0	0	0	1
19:30	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0
20:00	2	0	0	0	0	0	2
20:15	0	0	1	0	0	0	1
20:30	0	0	1	0	0	0	1
20:45	0	0	0	0	0	0	0
21:00	2	0	1	0	0	0	3
21:15	0	0	4	0	0	0	4
21:30	0	0	0	1	0	0	1
21:45	0	0	0	0	0	0	0
22:00	0	0	1	0	0	0	1
22:15	0	0	0	0	0	0	0
22:30	0	0	2	0	0	0	2
22:45	1	0	0	0	0	0	1
23:00	0	0	1	0	0	0	1
23:15	0	0	1	0	0	0	1
23:30	0	0	0	1	0	0	1
23:45	0	0	3	0	0	0	3
	25	**0**	**39**	**24**	**0**	**0**	**88**

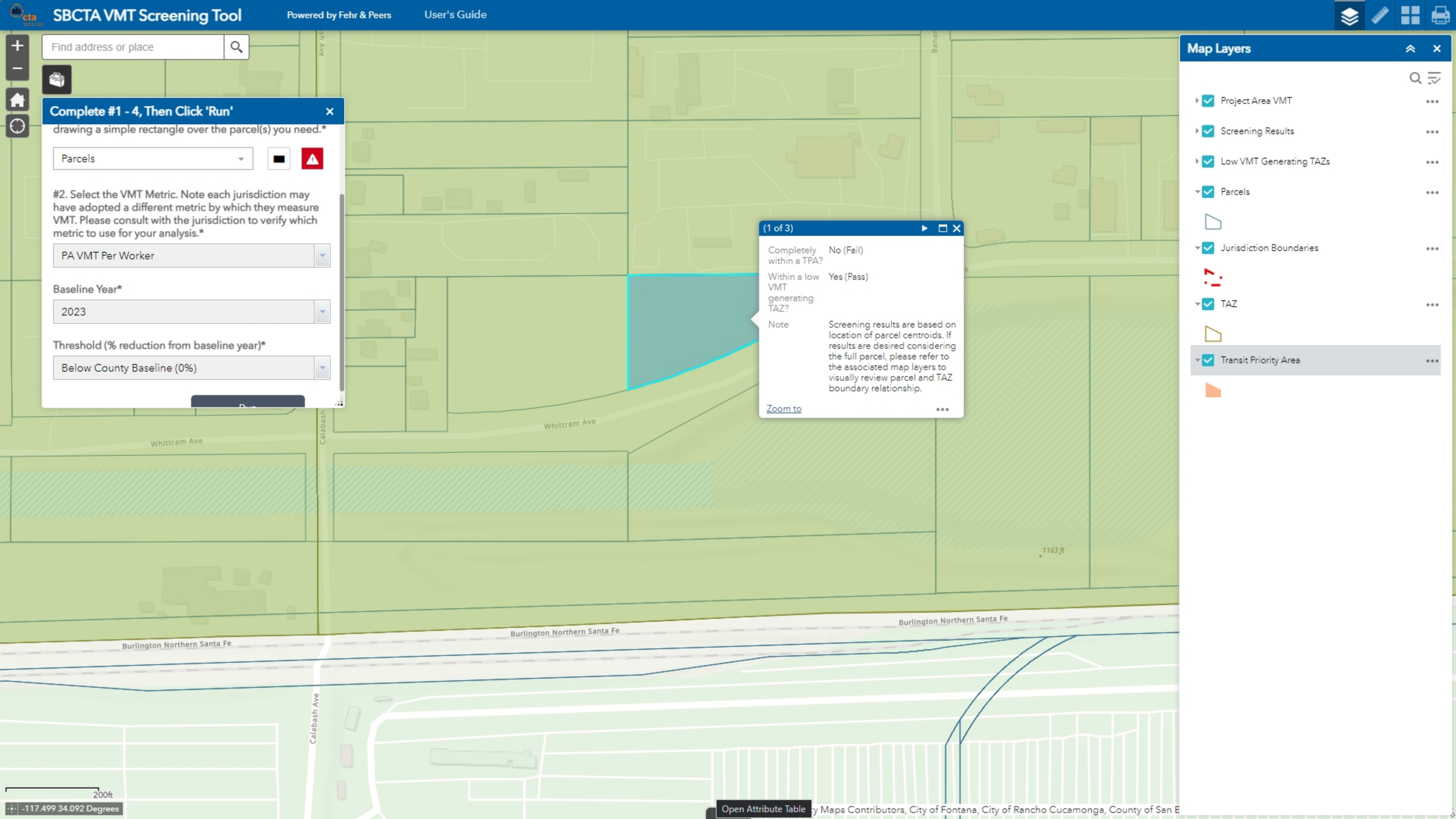
Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

Appendix B

San Bernardino County Transportation Authority (SBCTA)
VMT Screening Tool Worksheets


SBCTA VMT Screening Tool
Powered by Fehr & Peers
User's Guide
Find address or place
Complete #1 - 4, Then Click 'Run'
drawing a simple rectangle over the parcel(s) you need.*
Parcels
#2. Select the VMT Metric. 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.*
PA VMT Per Worker
Baseline Year*
2023
Threshold (% reduction from baseline year)*
Below County Baseline (0%)
(2 of 3)
Assessor Parcel Number (APN) 023010110
Traffic Analysis Zone (TAZ) 53708202
TAZ VMT 15.6
Jurisdiction VMT 16.9
% Difference -8.02%
VMT Metric PA VMT Per Worker
Threshold 16.9
Zoom to
Map Layers
Project Area VMT
Screening Results
Low VMT Generating TAZs
Parcels
Jurisdiction Boundaries
TAZ
Transit Priority Area
Whittram Ave
Whittram Ave
Calabash Ave
Calabash Ave
Burlington Northern Santa Fe
Burlington Northern Santa Fe
Burlington Northern Santa Fe
1163 ft
200ft
-117.497 34.092 Degrees
Esri Community Maps Contributors, City of Fontana, City of Rancho Cucamonga, County of San B


SBCTA VMT Screening Tool
Powered by Fehr & Peers
User's Guide
Find address or place
Complete #1 - 4, Then Click 'Run'
drawing a simple rectangle over the parcel(s) you need.*
Parcels
#2. Select the VMT Metric. 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.*
PA VMT Per Worker
Baseline Year*
2023
Threshold (% reduction from baseline year)*
Below County Baseline (0%)
(3 of 3)
OBJECTID 318
TAZ 53708202
VMT Metric PA VMT Per Worker
TAZ VMT 15.560855585416666
Community Region VMT 16.918300586666668
Threshold 16.9
% Difference -8.02%
Results Yes (Pass)
Shape_Length 11968.32599768699
Shape_Area 8046277.003463258
Zoom to
Map Layers
Project Area VMT
Screening Results
Low VMT Generating TAZs
Parcels
Jurisdiction Boundaries
TAZ
Transit Priority Area
Whittram Ave
Burlington Northern Santa Fe
Calabash Ave
1163 ft
200ft
-117.497 34.092 Degrees
Esri Community Maps Contributors, City of Fontana, City of Rancho Cucamonga, County of San B


SBCTA VMT Screening Tool
Powered by Fehr & Peers
User's Guide
Find address or place
Complete #1 - 4, Then Click 'Run'
drawing a simple rectangle over the parcel(s) you need.*
Parcels
#2. Select the VMT Metric. 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.*
PA VMT Per Worker
Baseline Year*
2023
Threshold (% reduction from baseline year)*
Below County Baseline (0%)
(1 of 3)
Completely within a TPA?
No (Fail)
Within a low VMT generating TAZ?
Yes (Pass)
Note
Screening results are based on location of parcel centroids. If results are desired considering the full parcel, please refer to the associated map layers to visually review parcel and TAZ boundary relationship.
Zoom to
Map Layers
Project Area VMT
Screening Results
Low VMT Generating TAZs
Parcels
Jurisdiction Boundaries
TAZ
Transit Priority Area
Whittram Ave
Whittram Ave
Calabash Ave
Burlington Northern Santa Fe
Burlington Northern Santa Fe
Burlington Northern Santa Fe
Calabash Ave
1163 ft
200ft
-117.499 34.092 Degrees
Open Attribute Table