



September 19, 2022

Mr. Daniel "Skip" Elefante  
PLATINUM STORAGE GROUP  
2100 Main Street Ste 106  
Irvine, California, 92614, United States

**RE: Platinum Self Storage Project Vehicle Miles Traveled Screening Assessment**  
Project No. 19564

Dear Mr. Elefante:

Ganddini Group, Inc. is pleased to provide this Vehicle Miles Traveled Screening Assessment for the proposed Platinum Self Storage Project in the City of Jurupa Valley. The purpose of this screening assessment is to provide a preliminary review of the proposed project's potential for vehicle miles traveled (VMT) impacts with respect to California Environmental Quality Act (CEQA) requirements. We trust the findings of this analysis will aid you and the City of Jurupa Valley in assessing the project.

## **PROJECT DESCRIPTION**

The 4.73-acre project site is generally located east of Van Buren Boulevard between Union Pacific Railroad and Clay Street, in the City of Jurupa Valley, California. The project site is currently zoned manufacturing-heavy (M-H) and undeveloped.

The proposed project consists of a self-storage facility totaling 98,157 square feet. Vehicular access is proposed at two driveways: one on Van Buren Boulevard and one on Clay Street. The proposed site plan is shown in Attachment A.

## **PROJECT TRIPS**

Table 1 shows the proposed project trip generation based on rates obtained from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition, 2021) for ITE Land Use Code 151 (Mini-warehouse).

As also shown in Table 1, the proposed project is forecast to generate a total of approximately 142 daily trips, including 9 trips during the AM peak hour and 15 trips during the PM peak hour.

## **CRITERIA FOR THE PREPARATION OF TRAFFIC IMPACT ANALYSES**

The project has been screened for vehicle miles traveled analysis using the City of Jurupa Valley *Traffic Impact Analysis Guidelines* (November 2020) ["City TIA Guidelines"].

### **VEHICLE MILES TRAVELED SCREENING CRITERIA (CEQA)**

The VMT screening assessment has been prepared in accordance with the 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 three screening methods to screen projects from project-level assessment:

- Transit Priority Area
- Low VMT Area
- Project Type Screening

#### **Step 1: Transit Priority Area (TPA) Screening**

Projects located within a TPA<sup>1</sup> may be presumed to have a less than significant impact absent substantial evidence to the contrary. This presumption may NOT be appropriate if the project:

1. Has a Floor Area Ratio (FAR) of less than 0.75;
2. Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the project is required to supply parking);
3. Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the Planning Department, with input from RCTC); or
4. Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

The project site is not located within a TPA; therefore, the project does not satisfy the TPA screening criteria.

#### **Step 2: Low VMT Area Screening**

Residential and office projects located within a low VMT generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary. In addition, other employment-related and mixed-use land use projects may qualify for the use of screening if the project can reasonably be expected to generate VMT per resident, per worker, or per service population that is similar to the existing land uses in the low VMT area. Based on the City-established thresholds, a project would satisfy the low VMT screening criteria if it is located in a traffic analysis zone (TAZ) that does not exceed the City average total daily VMT per service population.

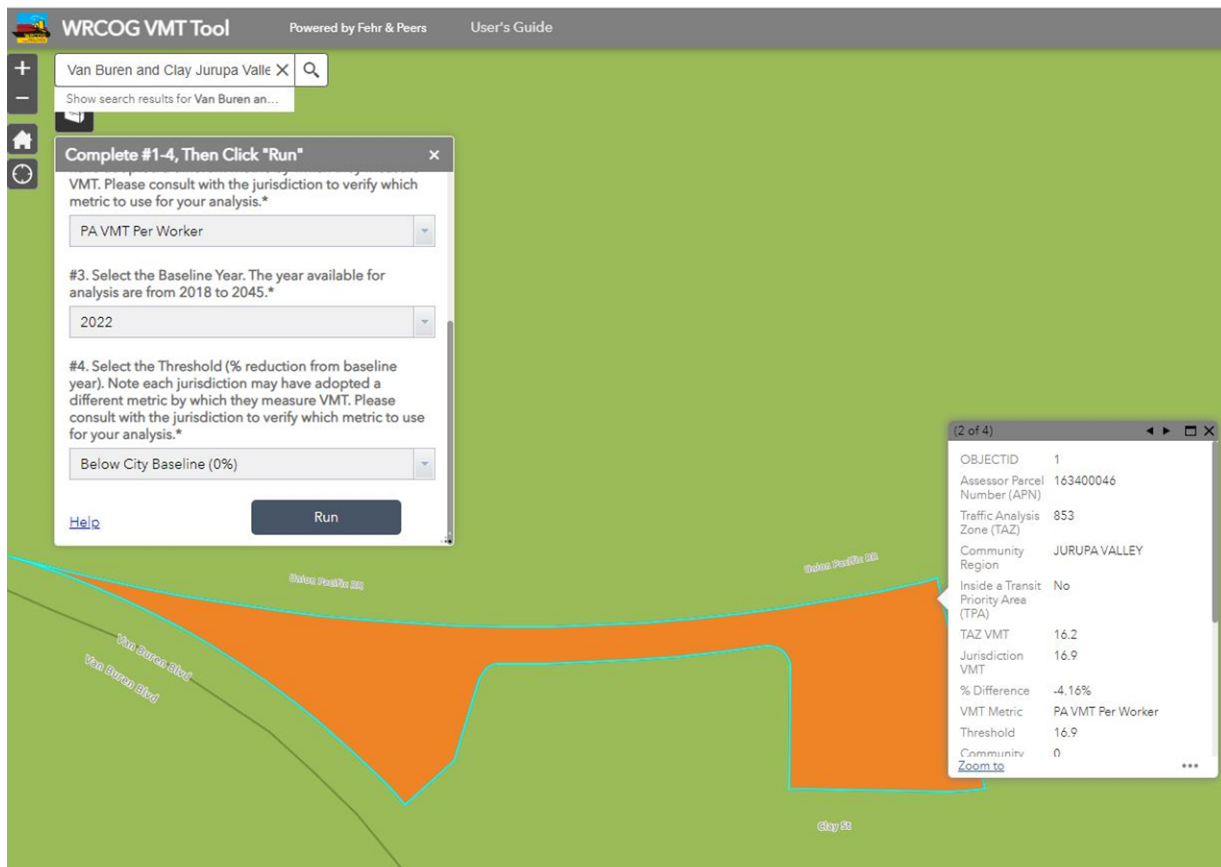
To identify if the project is in a low VMT area, the WRCOG VMT Screening Tool was used. The WRCOG VMT Screening Tool was developed from the Riverside Transportation Analysis Model (RIVTAM) travel forecasting model to measure VMT performance for individual jurisdictions and for individual traffic analysis zones (TAZs).

---

<sup>1</sup> A TPA is defined as a half-mile radius around an existing or planned major transit stop or an existing stop along a high quality transit corridor. 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). A high-quality transit corridor is defined as fixed route bus service with less than 15-minute headways during the peak commute hours (Pub. Resources Code, § 21155).

TAZs are geographic polygons similar to census block groups used to represent areas of homogenous travel behavior. Projects located in areas that incorporate similar features of the TAZ will tend to exhibit similar VMT. 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.

The proposed project is consistent with existing zoned land uses in the project TAZ and there does not appear to be anything unique about the project that would otherwise be mis-represented utilizing the data from the WRCOG VMT Screening Tool. In this case, the proposed project consists of commercial uses only; therefore, the applicable service population is the worker population and the project TAZ VMT has been calculated for VMT per worker population.



**Exhibit A – WRCOG VMT Screening Tool Results**

Exhibit A shows the WRCOG VMT Screening Tool results for the project site, which is located within TAZ 853. As shown on Exhibit A, the baseline year (2022) VMT per worker for the project TAZ is equal to 16.2 and the City baseline is equal to 16.9. Therefore, the proposed project satisfies the City-established screening criteria for projects located in a low VMT area and may be presumed to result in a less than significant VMT impact.

### **PROJECT TYPE SCREENING**

The City TIA Guidelines establish the following types of projects that may be presumed to have a less than significant VMT impact, absent substantial evidence to the contrary, as their uses are local serving in nature:

Mr. Daniel "Skip" Elefante  
PLATINUM STORAGE GROUP  
September 19, 2022

- Local-serving retail projects less than 50,000 square feet
- Local parks
- Day care centers
- Local-serving retail centers, gas stations, and banks
- Local-serving restaurants, including with drive-through window
- Local-serving hotels (e.g., non-destination hotels)
- Local-serving community colleges that are consistent with the assumptions noted in the Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS)
- Projects with less than 250 daily vehicle trips <sup>2</sup>.

As previously shown in Table 1, the proposed project is forecast to generate 142 daily trips. Therefore, the proposed project satisfies the City-established project type screening criteria for projects with less than 250 daily vehicle trips and may be presumed to result in a less than significant VMT impact.

## CONCLUSIONS

The proposed project is forecast to generate a total of approximately 142 daily trips, including 9 trips during the AM peak hour and 15 trips during the PM peak hour. Therefore, the proposed project is forecast to generate fewer than 50 peak hour trips or 250 daily trips.

The proposed project satisfies the City-established screening criteria for project type and is presumed to result in a less than significant VMT impact.

It has been a pleasure to assist you with this project. Should you have any questions or if we can be of further assistance, please do not hesitate to call at (714) 795-3100.

Sincerely,  
GANDDINI GROUP, INC.



Perrie Ilercil, P.E. (AZ)  
Senior Engineer



Giancarlo Ganddini, PE, PTP  
Principal

<sup>2</sup> This threshold ties directly to the OPR Technical Advisory and notes that CEQA provides a categorical exemption for existing facilities, including additions to existing structures of up to 10,000 square feet, so long as the project is in an area where public infrastructure is available to allow for maximum planned development and the project is not in an environmentally sensitive area. (CEQA Guidelines, §15301, subd. (e)(2)). City experience is that projects approximately twice this size do not show a substantially different impact assuming a linear rate of trip growth. Typical project types for which trip generation increases relatively linearly with building footprint or number of units (i.e., residential, general office building, single tenant office building, office park, and business park) generate or attract an additional 220-250 trips per 20,000 square feet. Therefore, absent substantial evidence otherwise, it is reasonable to conclude that the addition of 250 or fewer daily trips could be considered not to lead to a significant impact.

Table 1  
Project Trip Generation

Trip Generation Rates											
Land Use		Source <sup>1</sup>	Land Use Variable <sup>2</sup>	AM Peak Hour			% In			PM Peak Hour	
				Rate	% Out	Rate	% In	% Out	Rate	Rate	Rate
Mini-Warehouse		ITE 151	TSF	59%	41%	0.09	47%	53%	0.15	1.45	

Land Use		Source	Quantity	AM Peak Hour			In			PM Peak Hour	
				Total	Out	Total	Total	In	Out	Total	Daily
Mini-Warehouse		ITE 151	98.157 TSF	5	4	9	7	8	15	142	

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. TSF = Thousand Square Feet;

## **ATTACHMENT A**

### **SITE PLAN**

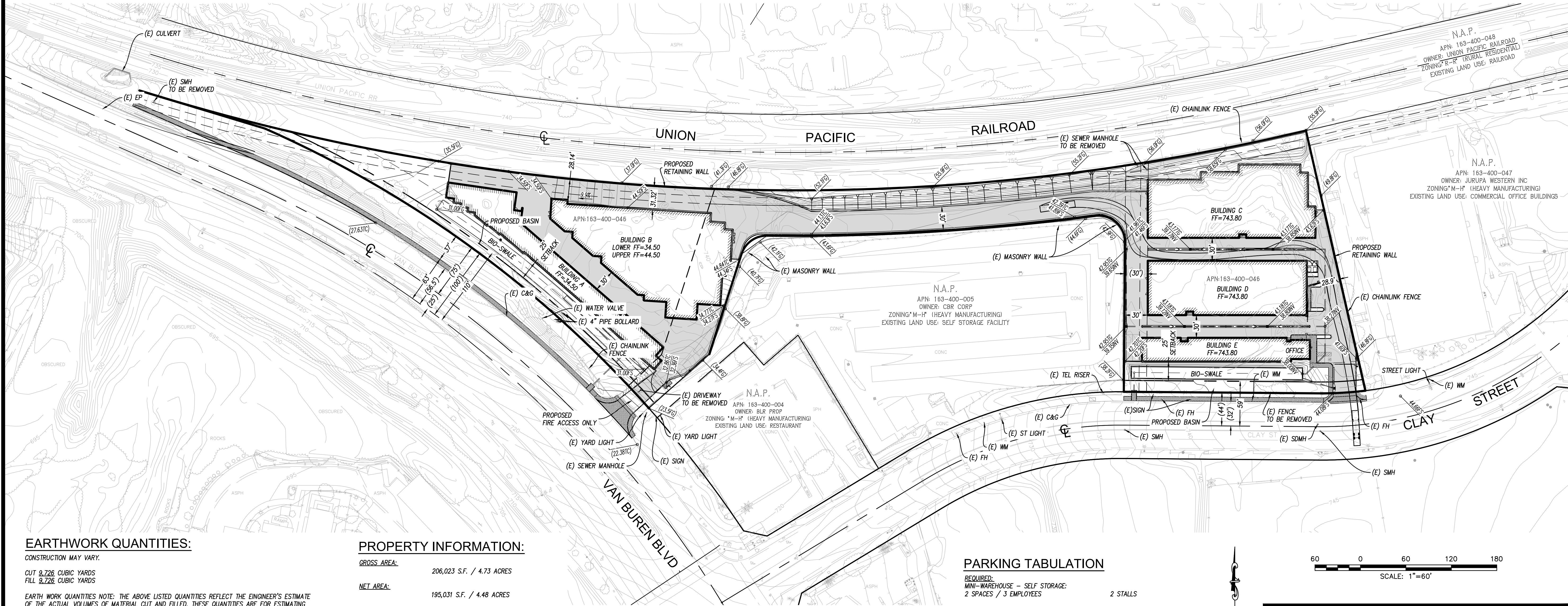


SITE PLAN  
VAN BUREN & CLAY STREET  
JURUPA VALLEY, CA

APN: 163-400-046



PLATINUM STORAGE  
GROUP  
2100 MAIN ST., SUITE 106,  
IRVINE, CA 92614 - 949-381-3830



EARTHWORK QUANTITIES:

CONSTRUCTION MAY VARY.

CUT 9,726 CUBIC YARDS  
FILL 9,726 CUBIC YARDS

EARTH WORK QUANTITIES NOTE: THE ABOVE LISTED QUANTITIES REFLECT THE ENGINEER'S ESTIMATE OF THE ACTUAL VOLUMES OF MATERIAL CUT AND FILLED. THESE QUANTITIES ARE FOR ESTIMATING AND BONDING PURPOSE ONLY. THE CONTRACTOR IS RESPONSIBLE FOR COMPUTING HIS OWN QUANTITIES FOR CONTRACT PURPOSES.

PROPERTY INFORMATION:

GROSS AREA: 206,023 S.F. / 4.73 ACRES

NET AREA: 195,031 S.F. / 4.48 ACRES

OWNER(S): CORONA SOUTH MAIN DEVELOPMENT, LP

PROPERTY ADDRESS: NONE

MAILING ADDRESS: 9834 RESEARCH DR.  
IRVINE, CA 92618

SITE TABULATION

TOTAL SITE AREA: 195,031 S.F.  
4.48 ACRES  
TOTAL BUILDING AREA: 98,157 S.F.  
TOTAL BUILDING COVERED AREA: 75,516 S.F.

PROPOSED BLDG/SITE COVERAGE: 0.39  
75,516 / 195,031 = 0.39

PROPOSED F.A.R. 0.50  
98,157 / 195,031 = 0.50

BUILDING AREA TABULATION

ONE (1) STORY BUILDINGS  
OFFICE 640 S.F.  
BUILDING A 12,179 S.F.  
BUILDING B - 1<sup>ST</sup> STORY 22,641 S.F.  
BUILDING B - 2<sup>ND</sup> STORY 22,641 S.F.  
BUILDING C 18,875 S.F.  
BUILDING D 15,049 S.F.  
BUILDING E 6,132 S.F.  
TOTAL BUILDING AREA 98,157 S.F.

ZONING & LAND USE:

PER "THE CITY OF JURUPA VALLEY GIS":

ZONING: "M-H" - MANUFACTURING-HEAVY

EXISTING USE: VACANT

ZONING REQUIREMENTS:

PER "CITY OF JURUPA VALLEY, CA CODE OF ORDINANCES CHAPTER 9.555 - M-H ZONE (MANUFACTURING - HEAVY)":

MINIMUM LOT REQUIREMENTS:

AREA: 10,000 SQ. FT.

WIDTH: 75'

EXCEPT THAT A LOT SIZE NOT LESS THAN 7000 SQ. FT. & AN AVERAGE WIDTH OF NOT LESS THAN 65 FT. MAY BE PERMITTED WHEN SEWERS ARE AVAILABLE & WILL BE UTILIZED FOR THE DEVELOPMENT

MINIMUM SETBACK REQUIREMENTS:

FRONT: 25'

SIDE: 25'

REAR: 25'

MAXIMUM BUILDING HEIGHT:

40' AT YARD SETBACK LINE; BUILDINGS SHALL NOT EXCEED 50' UNLESS A HEIGHT UP TO 75' IS APPROVED PURSUANT TO SECTION 18.34 OF THIS ORDINANCE; STRUCTURES OTHER THAN BUILDINGS SHALL NOT EXCEED 50 FEET UNLESS A HEIGHT UP TO 105' IS APPROVED PURSUANT TO SECTION 18.34 OF THIS ORDINANCE.

PARKING TABULATION

REQUIRED:  
MINI-WAREHOUSE - SELF STORAGE: 2 STALLS  
2 SPACES / 3 EMPLOYEES

PROVIDED:  
STANDARD PARKING: 5 STALLS  
H.C. STALLS: 1 STALLS  
TOTAL: 6 STALLS

BENCHMARK:

DESCRIPTION: NGS DATA SHEET PID=DX5477

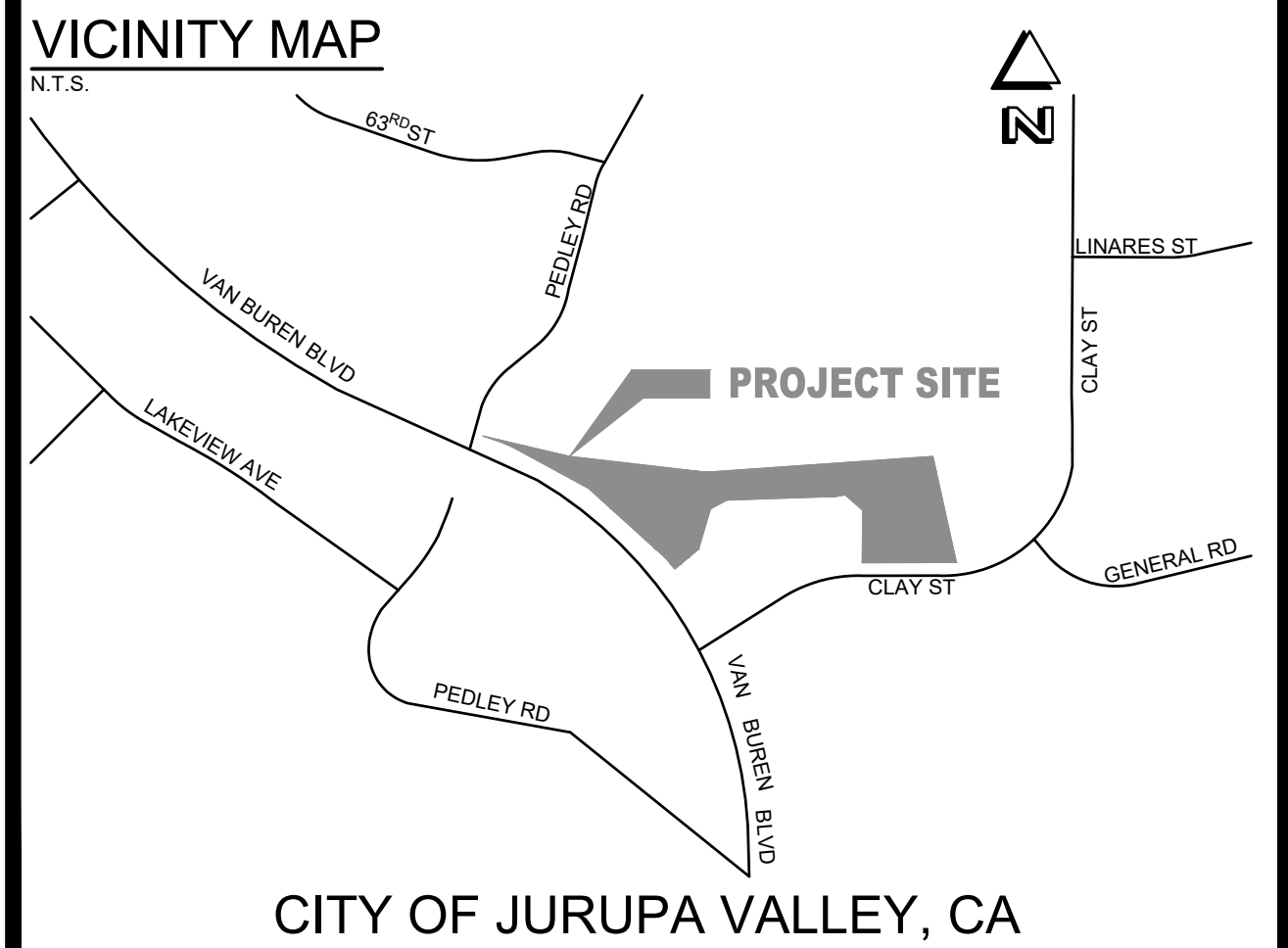
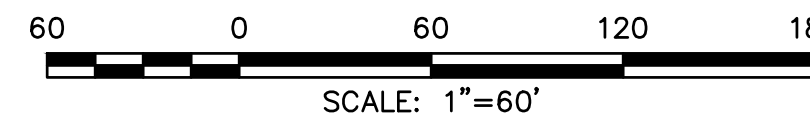
DESCRIBED BY METRO WATER DISTRICT NO. 1, CALIFORNIA 1992  
PEDLEY, 1090 FEET (332.2 M) NORTHWEST ALONG VAN BUREN BL FROM THE INTERSECTION WITH CLAY ST 90 FEET (27.4 M) NORTHEAST OF VAN BUREN BL 32 FEET (9.8 M) SOUTHWESTERLY OF THE SOUTHERLY RAIL OF THE UNION PACIFIC RAILROAD 46 FEET (14.0 M) NORTHWEST OF TELEPHONE POLE NUMBER E58F AT THE NORTHWEST END OF A 22 FOOT (6.7 M) LONG HEADWALL A STANDARD MWDC 3-1/4 INCH ALUMINUM DISK SET FLUSH IN TOP OF HEADWALL.

LOCATION: JURUPA VALLEY, CA

DESIGNATION: UF 619

ELEVATION: 723.27' (NAVD88)

W.D.G. WALLACE  
DESIGN GROUP  
27405 PUERTA REAL, SUITE 235, MISSION VIEJO, CA 92691  
949-525-9229



**BONADIMAN**  
JOSEPH E. BONADIMAN & ASSOCIATES, INC.  
ENGINEERS • G.I.S. • SURVEYING • PLANNING  
TEL. (909) 885-3806  
231 NORTH ARROWHEAD AVE.  
SAN BERNARDINO, CA 92408  
FAX (909) 381-1721  
www.bonadiman.com

SITE PLAN  
VAN BUREN AND CLAY STREET  
JURUPA VALLEY, CA 92509  
APN(S): 163-400-046

REVISIONS

NO	DESCRIPTION	BY	APPROVED	DATE

PREPARED FOR: PLATINUM STORAGE GROUP

DRAWN BY: JTS	SCALE: 1" = 60'	SHEET: 1 OF 1
CHECKED BY: JTS	JOB NO: 184548	
DISREGARD PRINTS BEARING EARLIER REVISION DATES	08-31-22	