City of Rialto

Council Chambers
150 S. Palm Ave.
Rialto, CA 92376

Regular Meeting

Planning Commission

Jerry Gutierrez Chair
John Peukert Vice Chair
Pauline Tidler Commissioner
Dale Estvander Commissioner
Artist Gilbert Commissioner
Al Twine Commissioner
Frank Gonzalez Commissioner
Pam Lee Asst. City Attorney
Gina Gibson Planning Manager
Angela Morales Commission Secretary

Wednesday, October 26, 2016 **6:00 PM** **CIVIC CENTER**

Call To Order

Pledge of Allegiance

Roll Call

Chair Jerry Gutierrez, Vice-Chair John Peukert, Artist Gilbert, Al Twine, Dale Estvander, Pauline Tidler, Frank Gonzalez

Oral Communications from the Audience on items not on the Agenda

Planning Commission Minutes

1 16-719 Minutes from the October 12, 2016 Planning Commission meeting

Attachments: PC Minutes 10-12-2016

Public Hearings

1 16-728 ***Conditional Development Permit No. 803:*** A request to allow the development of a truck and trailer storage yard, including the construction of a 14,574 square foot industrial building, on 4.80 acres of land (APN: 0239-193-11) located at the southeast corner of Locust Avenue and Lowell Street within the Planned Industrial Development (I-PID) zone of the Rialto Airport Specific Plan. The project is categorically exempt pursuant to Section 15332 (In-Fill Development Projects)) of the California Environmental Quality Act (CEQA).

Attachments: Exhibit A - Location Map

Exhibit B - Site Plan

Exhibit C - Floor Plan

Exhibit D - Line Of Sight Diagram

Exhibit E - Elevation Rendering

Exhibit F - Conceptual Landscape Plan

Exhibit G - Traffic Study

Exhibit H - Notice of Exemption

Exhibit I - Draft Resolution of Approval for CDP No. 803

2 16-737

Tentative Parcel Map No. 19407: A request to allow the consolidation of seven (7) parcels of land (APNs: 0240-201-26, -28, -29, -36, -48, -49, & -61) into two (2) parcels of land. Parcel 1 will comprise 16.93 net acres of land to facilitate the development of a 384,893 square foot warehouse building. Parcel 2 will comprise 6.30 net acres of land containing an existing stormwater detention basin. The project site is located on the east side of Tamarind Avenue approximately 250 feet south of Walnut Avenue within the Planned Industrial Development (I-PID) zone of the Rialto Airport Specific Plan. A Mitigated Negative Declaration (**Environmental Assessment Review No. 16-05**) has been prepared for consideration in conjunction with the project.

Conditional Development Permit No. 801: A request to allow the development of a 384,893 square foot warehouse building on 16.93 net acres of land located on the east side of Tamarind Avenue approximately 250 feet south of Walnut Avenue located within the Planned Industrial Development (I-PID) zone of the Rialto Airport Specific Plan. A Mitigated Negative Declaration (**Environmental Assessment Review No. 16-05**) has been prepared for consideration in conjunction with the project.

Variance No. 713: A request to allow a variance from Section 5 Table 9 (Development Standards) of the Rialto Airport Specific Plan to increase the maximum allowable building height from 35 feet to 51 feet. A Mitigated Negative Declaration (**Environmental Assessment Review No. 16-05**) has been prepared for consideration in conjunction with the project.

Attachments:

Exhibit A - Location Map

Exhibit B - Tentative Parcel Map No. 19407

Exhibit C - Site Plan

Exhibit D - Building Elevations

Exhibit E - Conceptual Landscape Plan

Exhibit F - Initial Study

Exhibit G - Lozeau & Drury, LLP Comment Letter

Exhibit H - Mitigation Monitoring & Reporting Program

Exhibit I - Draft Resolution of Approval for TPM No. 19407

Exhibit J - Draft Resolution of Approval for VAR No. 713

Exhibit K - Draft Resolution of Approval for CDP No. 801

Action Items

Planning Division Comments

Next Meeting: November 9, 2016

Planning Commission Comments

Adjournment

City of Rialto

Council Chambers
150 S. Palm Ave.
Rialto, CA 92376

Legislation Text

File #: 16-719, **Version:** 1

Minutes from the October 12, 2016 Planning Commission meeting

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CITY OF RIALTO

THE REGULAR MEETING MINUTES OF PLANNING COMMISSION

October 12, 2016 - 6:00 PM

The Regular meeting of the Planning Commission of the City of Rialto was held in the City of Rialto City Council Chambers located at 150 South Palm Avenue, Rialto, California 92376, on Wednesday, October 12, 2016.

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This meeting was called by the presiding officer of the City of Rialto Planning Commission in accordance with the provisions of **Government Code §54956** of the State of California.

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CALL TO ORDER

Vice Chair Peukert called the meeting to order at 6:02 p.m.

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PLEDGE OF ALLEGIANCE

Vice Chair Peukert led those present in the salute to the flag.

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ROLL CALL

Roll Call was taken by Planning Manager, Gina M. Gibson- Williams.

Present:
Vice Chair John Peukert
Commissioner Dale Estvander
Commissioner Frank Gonzalez
Commissioner Al Twine
Commissioner Artist Gilbert
Commissioner Pauline Tidler

Absent:
Chair Jerry Gutierrez

Also Present:
Associate Planner, Daniel Casey
Assistant Planner, Daniel Rosas
Administrative Assistant, Angela Morales

o0o

ORAL COMMUNICATIONS

Vice Chair Peukert declared the public hearing open and asked if there were items to address not on this agenda. Planning Manager, Gibson-Williams replied and stated that there are none.

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PLANNING COMMISSION MEETING MINUTES

Vice Chair Peukert stated that the next item on the agenda is Planning Commission meeting minutes. Vice Chair Peukert stated that if there were no comments or changes to the minutes, he would entertain a motion.

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Motion by Commissioner Estvander, seconded by Commissioner Gilbert to approve the minutes of the September 28, 2016 Planning Commission meeting. Motion carried 5-0-1. Commissioner Tidler abstained. Chairman Jerry Gutierrez was absent.

WIRELESS FACILITY REVIEW

Vice Chair Peukert stated that the next item on the agenda is the 2016 Wireless Telecommunication Facility Review.

Planning Manager, Gibson-Williams commented that the report is very well written; Daniel Rosas and staff did a superior job.

Commission Estvander and Commissioner Tidler discussed the ratings of the wireless facilities and expressed their concerns regarding the ones who rated "fair" and "poor".

The Commission directed staff to send letters to the facilities who rated "fair" and "poor" and need addresses the issues. The Planning Manager suggested allowing 90 days to those who rated "fair" and allowing 30 days to those who rated "poor". The Commission was in agreement.

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PLANNING DIVISION COMMENTS

Vice Chair Peukert stated that the next item on the agenda is **Planning Division comments.**

Planning Manager, Gibson-Williams made the following announcement:

AEP 2016 CEQA Essentials conference is being held on Tuesday, November 8th – Riverside, CA. According to the program's outline, registration beings at 8:30 a.m. and concludes at 4:30 p.m. She stated that the Commissioners who are interested in attending the meeting will need to notify staff by the end of tonight's meeting.

Commissioner Gonzalez stated that he would like to attend the workshop. Planning Manager, Gibson-Williams also commented she would also like to attend the workshop.

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PLANNING COMMISSION COMMENTS

Vice Chair Peukert stated that the next item on the agenda is **Planning Commission comments**.

Commissioner Twine and Commissioner Gonzalez commented that they attended the Brown Act Workshop which was held last Saturday at the Rialto Senior Center. Commissioner Twine and Commissioner Gonzalez briefly commented that the workshop was very informative and beneficial. Fred Galante did an excellent job presenting the material.

Vice Chair Peukert briefly commented that although he did not attend this particular workshop he has attended several Brown Act training session in the past thorough the school district.

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ADJOURNMENT

Motion by Commissioner Estvander, seconded by Commissioner Twine and carried by a 6-0 vote that the meeting be adjourned. Chairman Gutierrez was absent.

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The Regular Planning Commission meeting adjourned at 6:14 p.m.

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Commission Secretary, Angela Morales
Planning Commission

_____

Vice Chair, John Peukert
Planning Commission

File #: 16-728, **Version:** 1

For the Planning Commission Meeting of October 26, 2016

TO: Honorable Chairman and Planning Commissioners

APPROVAL: Robb Steel, Asst.CA/Development Services Director

REVIEWED BY: Gina M. Gibson-Williams, Planning Manager

FROM: Daniel Casey, Associate Planner

Conditional Development Permit No. 803: A request to allow the development of a truck and trailer storage yard, including the construction of a 14,574 square foot industrial building, on 4.80 acres of land (APN: 0239-193-11) located at the southeast corner of Locust Avenue and Lowell Street within the Planned Industrial Development (I-PID) zone of the Rialto Airport Specific Plan. The project is categorically exempt pursuant to Section 15332 (In-Fill Development Projects)) of the California Environmental Quality Act (CEQA).

APPLICANT:

Eduardo Soya, 14767 Owen Street, Fontana, CA 92335.

LOCATION:

The project site consists of one (1) parcel of land (APNs: 0239-193-11) located at the southeast corner of Locust Avenue and Lowell Street (Refer to the attached Location Map (**Exhibit A**)).

BACKGROUND:

Surrounding Land Use and Zoning

Location	***Existing Land Use***	***Zoning***
Site	Vacant Land	Planned Industrial Development (I-PID)
North	Industrial Building	Planned Industrial Development (I-PID)
East	Single-Family Residences	Single-Family Residential (R-1A)
South	Industrial Building	Planned Industrial Development (I-PID)
West	Vacant Land	General Manufacturing (I-GM)

General Plan Designations

Location	***General Plan Designation***

Site	Light Industrial with a Specific Plan Overlay
North	Light Industrial with a Specific Plan Overlay
East	Residential 6 (2.1 - 6.0 du/ac)
South	Light Industrial with a Specific Plan Overlay
West	General Industrial with a Specific Plan Overlay

Site Characteristics
The project site is a rectangular shaped piece of land comprised of one (1) parcel. The parcel is 4.80 acres in size with approximate dimensions of 633 feet (east-west) by 330 feet (north-south). The project site is bound on the west by Locust Avenue. To the north of the site is a 30,000 square foot industrial building, formerly occupied by CSF Radiators, and to the east of the project site are several single-family residential tracts. To the south is a 32,970 square foot industrial building occupied by Burlingame Industries, and to the west, across Locust Avenue, is approximately 26.13 acres of vacant land. The zoning of the project site and the properties to the north and south is Planned Industrial Development (I-PID) within the Rialto Airport Specific Plan. The zoning of the properties to the east is Single-Family Residential (R-1A) and the zoning of the properties to the west is General Manufacturing (I-GM) within the Rialto Airport Specific Plan.

ANALYSIS/DISCUSSION:

Project Proposal & Site Design
Eduardo Soya, the applicant, proposes to develop the project site into a truck and trailer storage yard. According to the applicant's site plan (**Exhibit B**), the development will include the construction of a 14,574 square foot industrial building and paving for storage and parking areas. The floor plan (**Exhibit C**) indicates that the building will consist of 3,822 square feet of office floor area on the first floor, 3,252 square feet of storage floor area on the second floor, and 7,500 square feet of truck maintenance/repair floor area on the first floor. The applicant will construct the building near the northwest corner of the project site along the Locust Avenue frontage. An employee parking lot containing twenty-seven (27) auto-parking spaces will be located directly to the south of the building. The truck and trailer storage yard will be located to the east of the building and the employee parking lot. The storage yard will accommodate the parking of sixty-one (61) trucks and trailers and ten (10) additional employee vehicles. A solid decorative block wall will fully enclose the storage yard. The wall will have a height of ten (10) feet on the north, east, and south sides of the property, and a height of twelve (12) feet on the west side facing Locust Avenue. As shown in the attached line of sight diagram (**Exhibit D**), the walls will screen the view of all trucks and trailers from Locust Avenue. Lastly, the east end of the project site will have a fifteen (15) wide planter for buffering between the project site and the adjacent single-family residences, in accordance with Section 18.61.250E of the Rialto Municipal Code.

Architectural Design
The proposed building will feature significant footprint articulation on the north, south, and west sides of the building, or all sides visible from the public right-of-way. The articulated portions will feature increased height, relative to the rest of the building. The articulated portions will also have a maximum height of twenty-eight (28) feet from the finished floor, while the rest of the building will have a maximum height of twenty-six (26) feet from the finished floor. The exterior of the building will be of concrete tilt-up wall construction painted in two (2) separate colors. A light gray is the primary

color, used on the main wall planes, and a medium blue is the accent color placed on all articulated wall planes. Four (4) roll-up bay doors will be located on both the north and south sides of the building to permit truck access into the maintenance/repair area. The solid block wall and the articulated wall planes of the building will screen these bay doors from public view. Other architectural features of the building include panel reveals and generous amounts glazing visible from the public right-of-way (**Exhibit E**).

Access
The development will have two (2) points of access - both being driveways connected directly to Locust Avenue. Both driveways will provide full access movements to and from Locust Avenue. The southerly driveway will serve employees and visitors only. The northerly driveway will serve trucks entering and exiting the site.

Parking Calculations
The development will have 37 auto-parking spaces. This quantity exceeds the minimum parking requirement as shown in the parking calculation chart below and as required by Chapter 18.58 (Off-Street Parking Regulations) of the Rialto Municipal Code:

Type of Use	***Floor Area (square feet)***	***Parking Ratio***	***Number of spaces required***
Office	3,822	1 / 250	16
Storage	3,252	1 / 1,000	4
Maintenance/Repair	7,500	1 / 500	15
Total Required/Total Provided			**35/37**

Landscaping
The landscape coverage for the project is 10.6 percent, which exceeds the minimum required amount of 10.0 percent. This includes a thirty-one (31) foot wide landscape setback along Locust Avenue and planters along the perimeter of the property. A fifteen (15) foot wide landscape planter will serve as a buffer at the rear of the property. This particular planter will have twenty-four (24) inch box Italian Cypress trees planted approximately every eight (8) linear feet to provide greater screening of the yard in addition to the proposed 10-foot block screen wall. All other landscape planters will feature a mix of fifteen (15) gallon and twenty-four (24) inch box trees every thirty (30) feet, and an abundant amount of shrubs and ground cover (**Exhibit F**). The combination of the Cypress trees, the 10-foot screen wall, and all other planting will prevent noise and light pollution from spilling over on to the single-family residences to the east of the project site.

Operations
The applicant intends to develop the site for his personal trucking business - Eddie's Trucking Company (ETC). ETC specializes in rock hauling from various quarries in the local area. As such, the operations consist of trucks leaving in the morning and returning at the end of the day's work in the afternoon. Monday through Saturday, the trucks will leave the facility between the hours of 2:00

a.m. and 3:00 a.m. The trucks typically arrive back at the facility at approximately 3:00 p.m. Monday through Friday and at approximately 10:00 a.m. on Saturday. No rock, or any other material, returns to the facility.

Other operations include maintenance and repair of the trucks and typical office duties. The office operations will take place from 8:00 a.m. to 5:00 p.m. Monday through Friday and from 8:00 a.m. to 12:00 p.m. on Saturday. The maintenance/repair operations will take place from 7:00 a.m. to 4:00 p.m. Monday through Friday and from 7:00 a.m. to 11:00 a.m. on Saturday. All truck maintenance and repair will occur within the enclosed building.

Lastly, the business will remain closed every Sunday.

Land Entitlements
The Project located within the Planned Industrial Development (I-PID) zone of the Rialto Airport Specific Plan. Pursuant to Section 5 Table 8 (Permitted Uses) of the Rialto Airport Specific Plan, the development of a truck and trailer storage yard, such as the Project, within the I-PID zone requires a conditional development permit, and the applicant has agreed to apply for a conditional development permit ("CDP No. 803").

Development Review Committee
The Development Review Committee (DRC) reviewed CDP No. 803 on February 24, 2016. The DRC recommended approval of the project subject to the applicant revising the site design and architecture of the building. The Committee's revisions included enhanced building articulation and the incorporation of additional landscape planters. The Committee's revisions have been incorporated into the project plans. After Planning Commission review, the project will return to the Development Review Committee for finalization of all Precise Plan of Design development-related conditions.

Transportation Commission
Stantec, Inc. prepared a traffic study, dated July 28, 2016, for the project to assess potential impacts to local streets and intersections (**Exhibit G**). The Transportation Commission reviewed and approved the traffic study on October 5, 2016. A total of 450 daily Passenger Car Equivalent (PCE) trips are anticipated, with 129 AM peak hour trips and 126 PM peak hour trips. The traffic study determined that the project will not result in any reduction to the level of service of any local streets and no significant traffic impact will occur with development of the project, however, the study did identify the need for future improvements to the intersections of Locust Avenue and Bohnert Avenue and Locust Avenue and Casmalia Street. The project is responsible for "fair-share" payment of $42,430 towards the cost of those improvements.

The development of the project will also require the construction of half-width street improvements along the entire project frontage and the payment of development impact fees related to traffic. All street improvements, development impact fees, and "fair-share" payments must be paid and/or completed prior to occupancy.

Fiscal Analysis
Prior to completion of the project, the applicant will be required to pay plan check, permit, and development impact fees to the City. The applicant will pay approximately $183,000 for those one-time fees, as shown in the chart below:

Fee	***Capital***	***Operating***	***Total***
Development Impact Fees	*$160,000*	*-*	*$160,000*
Building Plan Check / Permit Fees	*-*	*$4,000*	*$4,000*
Planning Fees	*-*	*$6,000*	*$6,000*
Engineering Plan Check / Permit Fees	*-*	*$13,000*	*$13,000*
One Time Fee Revenues	*$160,000*	*$23,000*	*$183,000*

Additionally, the project will generate approximately $16,200 in annual recurring revenues to the City General Fund. The applicant will pay increased property taxes, business license taxes, and utility taxes on a recurring basis.

Revenue Source	***Estimated First Year Revenue***
Property Taxes	*$8,200*
Utility Taxes	*$1,000*
Business License Tax	*$7,000*
Total Annual Revenues	*$16,200*

Furthermore, the project will generate approximately 65 to 75 jobs. Not only will the project provide additional employment opportunities for City of Rialto residents, but it will also result in result in employees spending their discretionary income as they frequent local restaurants, gas stations, and other local businesses.

Land Use Compatibility
The project is consistent with the Planned Industrial Development (I-PID) zone of the Rialto Airport Specific Plan and the surrounding land uses. The most sensitive uses near the project site are the existing single-family residences located to the east of the project site. These properties are not expected to be negatively impacted by the proposed project, since measures, such as landscape buffering and block wall screening, will be implemented. The project is anticipated to be a benefit to the community and an improvement to the surrounding area. Aesthetically, the site will be enhanced with new landscaping and a structure that complies with the City's Design Guidelines.

GENERAL PLAN CONSISTENCY:

The project is consistent with the following goals of the Land Use Element and Economic Development Element of the Rialto General Plan:

Goal 2-16: Improve the architectural and design quality of development in Rialto.

Goal 3-1: Strengthen and diversify the economic base and employment opportunities, and maintain a positive business climate.

ENVIRONMENTAL IMPACT:

The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15332, In-Fill Development Projects. Class 32 allows for the exemption of a project that is less than 5.0 acres in size and is surrounded by existing developments. A Notice of Exemption form is attached to agenda report (**Exhibit H**).

PUBLIC NOTICE:

The City mailed public hearing notices for the proposed project to all property owners within 300 feet of the project site, and published the public hearing notice in the *San Bernardino Sun* newspaper as required by State law.

RECOMMENDATION:

It is recommended that the Planning Commission:

- Adopt the attached Resolution (**Exhibit I**) to approve Conditional Development Permit No. 803 to allow the development of a truck and trailer storage yard, including the construction of a 14,574 square foot industrial building, subject to the findings and conditions therein.

Project Location Map

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SCOPE OF WORK

- YARD FOR 61 BUILDING MATERIAL TRUCKS
- 7,500 S.F. WAREHOUSE AND MAINTENANCE SHOP
- 3,822 S.F. OFFICE SPACE
- 3,822 S.F. STORAGE UPSTAIRS

LOT AREA: 209,088 S.F. (4.8 ACRES)
BUILDING TOTAL AREA: 11,322 S.F.
COVERAGE RATIO: 11,322/209,088 (100) = 5.4%

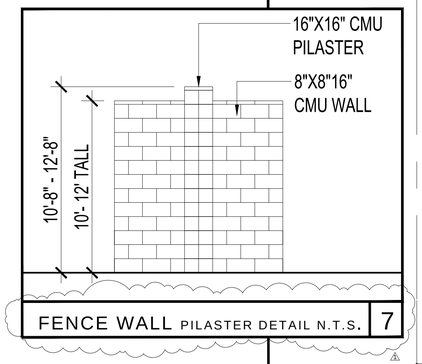
NUMBER OF PARKING SPACES REQUIRED:
REPAIR SHOP: 1/500 S.F.= 15
OFFICE: 1/250 S.F. = 16
STORAGE: 1/1,000 S.F. = 4
TOTAL REQUIRED: 35
TOTAL PROVIDED: 37 (INCLUDING TWO HANDICAP ACCESSIBLE, ONE VAN ACCESSIBLE)
* TRUCK DRIVERS PARK THEIR VEHICLE IN THE TRUCK'S VACANT SPOT

BUILDING OCCUPANCY & TYPE:
OFFICE: B / V-B
WAREHOUSE/ SHOP: S-1 / I-A

ZONING: RIALTO AIRPORT SPECIFIC PLAN

NUMBER OF EMPLOYEES: N/A

APN: 0239-193-11-0-000

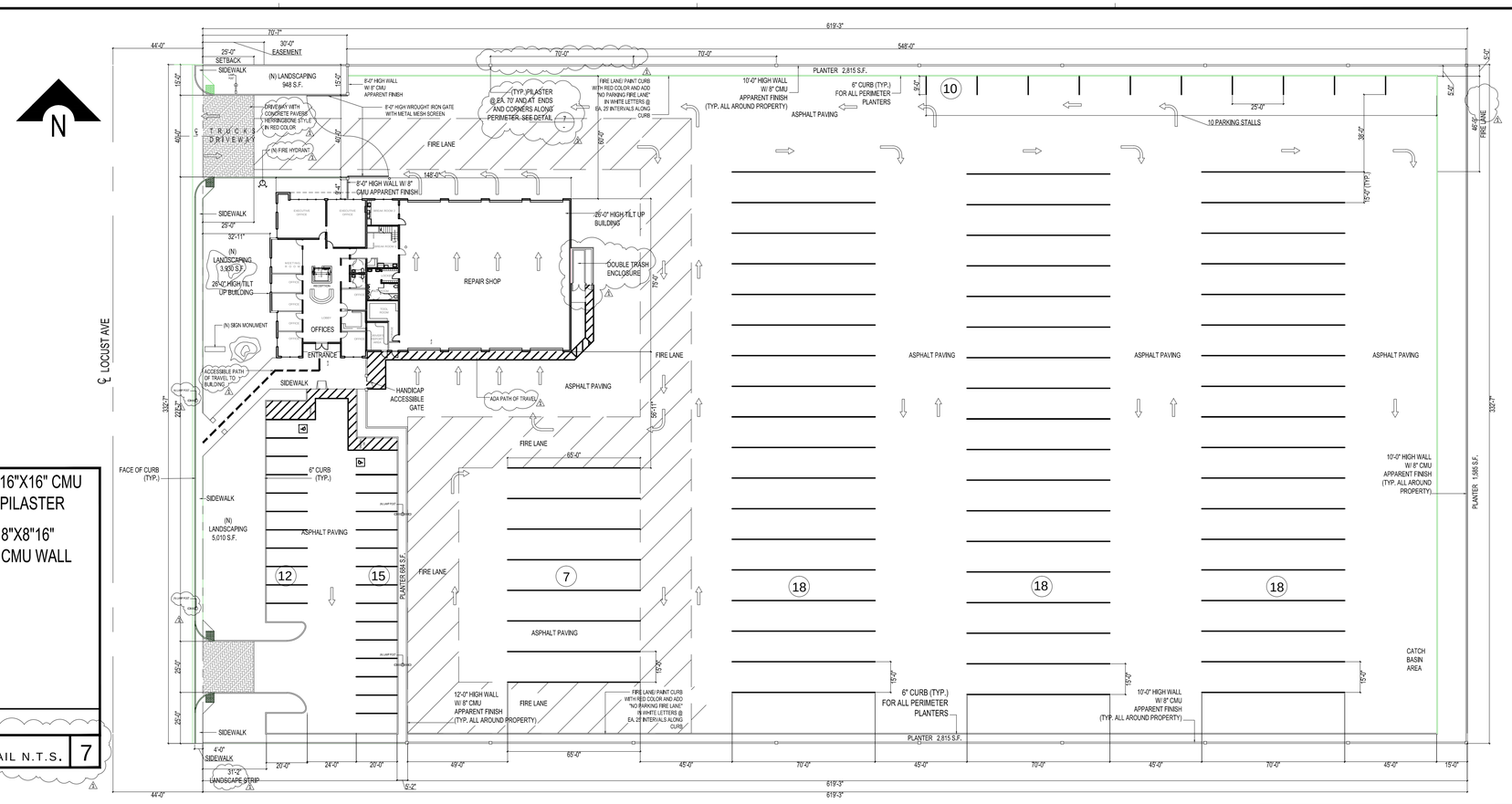


FENCE WALL PILASTER DETAIL N.T.S. | 7

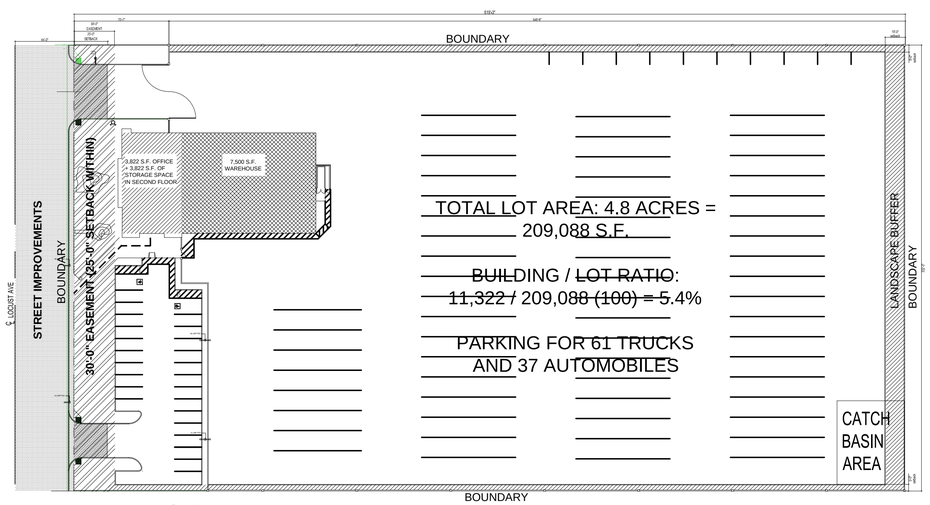
OWNER: EDDIE SOYA
PHONE: 909-714-1351
EMAIL: soya@att.net

APPLICANT:
GUILLERMO CALVILLO
CALVILLO CONSULTING SERVICES
2421 FOOTHILL BLVD. SUITE 3E
LA VERNE, CA 91750
PHONE: 951-990-3705
EMAIL: CalvilloConsultingServices@outlook.com

SCOPE OF WORK & PROJECT DATA | 5

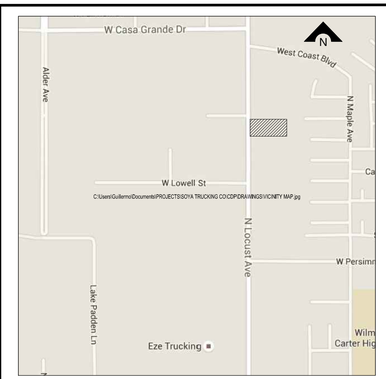


SITE PLAN | SCALE: 1/32" = 1'-0" | 1



FIRE DEPARTMENT NOTES
KNOX BOXES WILL BE INSTALLED FOR ALL LEASE SPACES.
ALL BUILDINGS OVER 5,000 SQUARE FEET IN SIZE SHALL HAVE FIRE SPRINKLERS INSTALLED.

SETBACKS & EASEMENTS | SCALE: N.T.S. | 6



VICINITY MAP | SCALE: N.T.S. | 3

ELECTRIC: SCE : 1-800-684-8123

WATER & SEWER: RIALTO WATER SERVICES
150 S. PALM AVE. RIALTO, CA 92376 909-820-2546

TRASH: EDCO DISPOSAL
1850 AGUA MANSA RD. RIVERSIDE, CA 92509 909-877-1596

PHONE: AT&T 1-888-507-2253

CABLE: AT&T 1-888-511-1885

SCHOOL DISTRICT: RIALTO UNIFIED SCHOOL DISTRICT
182 E WALNUT AVE. RIALTO, CA 92376 909-820-7700

UTILITIES | 4

LAND USE | SCALE: N.T.S. | 2

REVISION NO.	BY	DATE	DESCRIPTION
1	CCS	04/20/16	REVISIONS REQUESTED BY PLANNING, ENGINEERING AND BUILDING DIVISIONS; AND BY THE RIALTO FIRE DEPARTMENT

PRINTS ISSUED

CALVILLO CONSULTING SERVICES
2421 FOOTHILL BOULEVARD NO.3E LA VERNE, CALIFORNIA 91750
PHONE: (909) 596-5129 CELL: (951) 990-3705
calvilloconsultingservices@outlook.com

PROJECT
EDDIE'S TRUCKING CO. TRUCK YARD
LOCUST AVE. RIALTO, CA 92377

OWNER
EDDIE SOYA
(909) 714-1351 E-mail: soya@att.net

DRAWING CONTENTS
SITE PLAN, LAND USE, SETBACKS & EASEMENTS
SCOPE OF WORK, PROJECT DATA,
VICINITY MAP & UTILITIES INFORMATION

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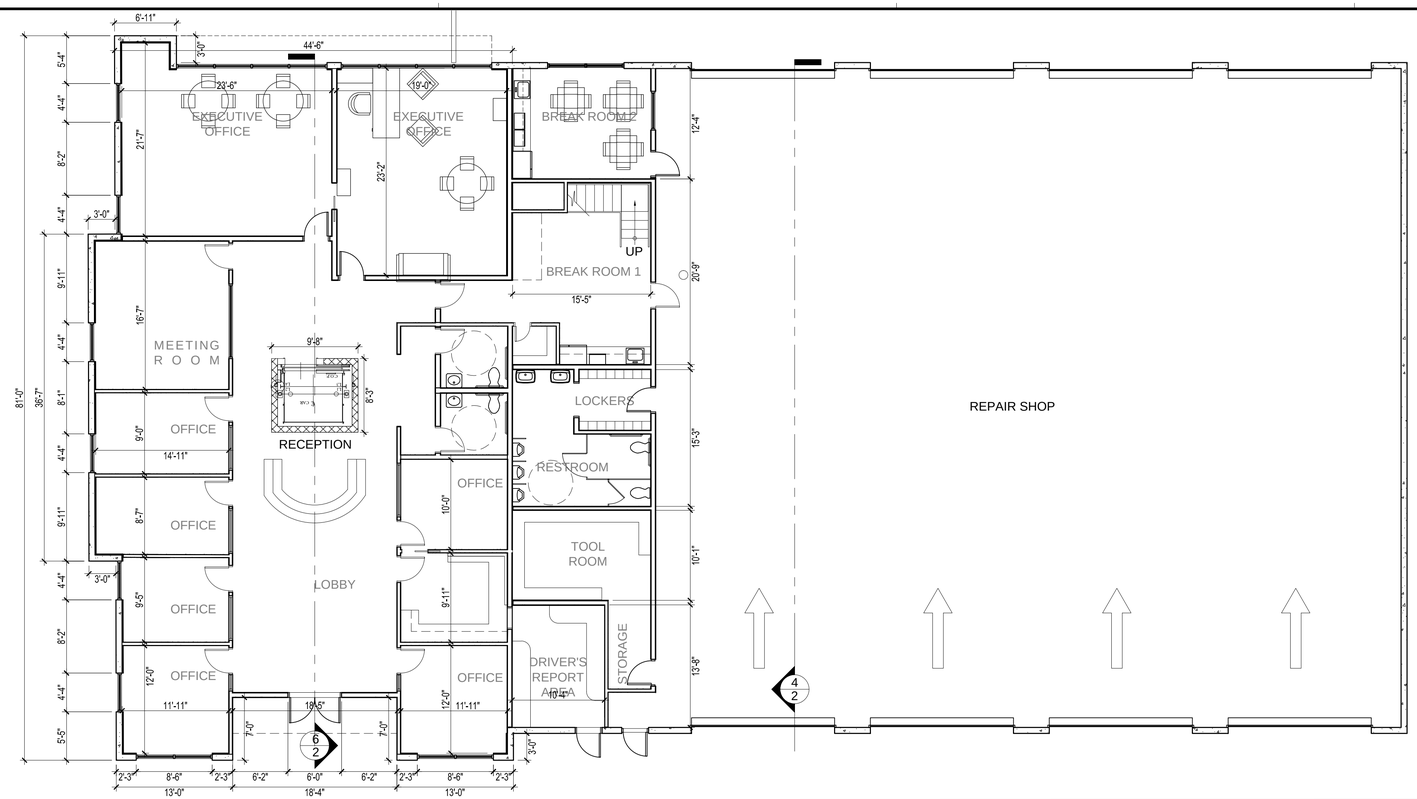
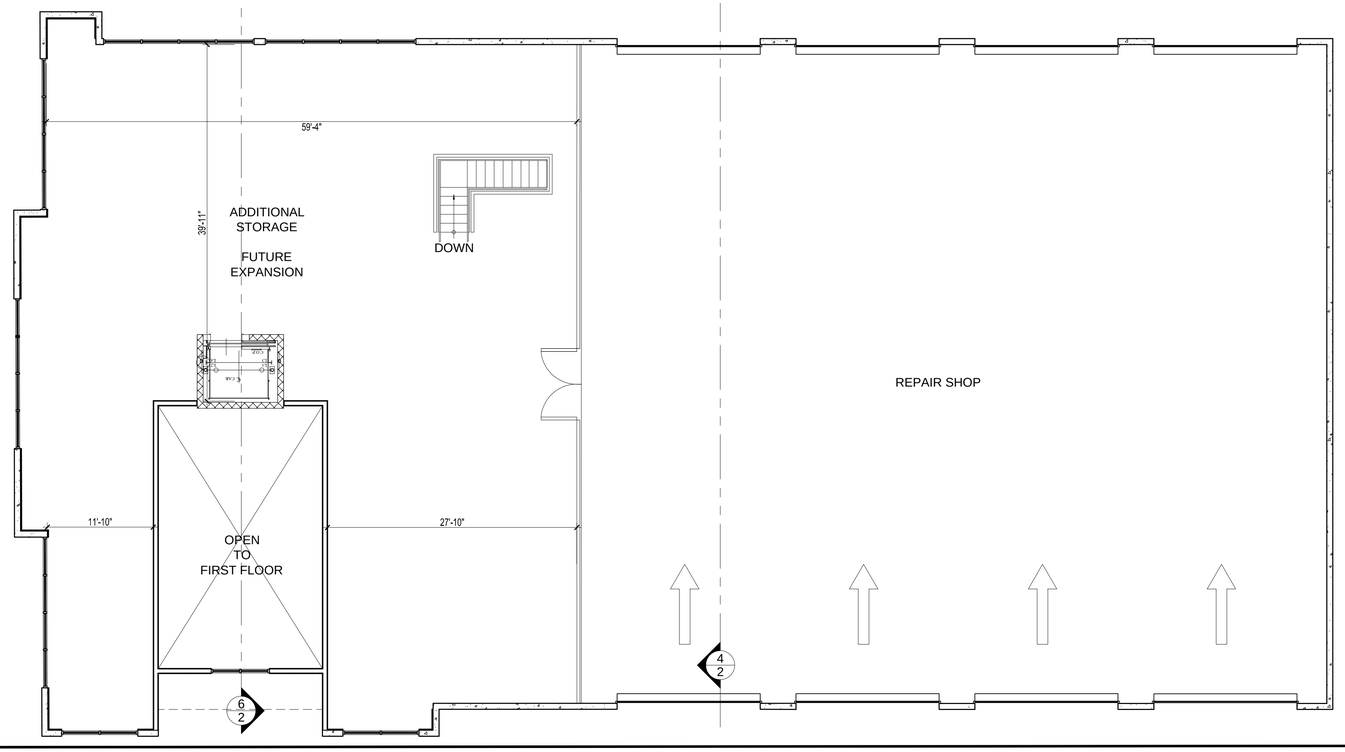
DRAWN BY	DATE
GC	10-17-16
CHECKED BY	DATE
JOB NO.	

DRAWING NUMBER
1
OF 7 DRAWINGS



F I R S T F L O O R P L A N

SCALE: 1/8" = 1'-0" 2



S E C O N D F L O O R P L A N

SCALE: 1/8" = 1'-0" 2

PRINTS ISSUED

NO.	BY	DATE	DESCRIPTION

REVISION

CALVILLO CONSULTING SERVICES
2421 FOOTHILL BOULEVARD PO.SC.IA VERNE, CALIFORNIA 91750
PHONE: (909) 596-5129 CELL: (951) 990-3705
calvilloconsultingservices@yahoo.com

PROJECT
EDDIE'S TRUCKING CO. TRUCK YARD
LOCUST AVE. RIALTO, CA 92377

OWNER
EDDIE SOYA
(909) 714-1351 E-mail: soya@att.net

DRAWING CONTENTS
FIRST FLOOR PLAN
SECOND FLOOR PLAN

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CC	10-17-16
CHECKED BY	DATE
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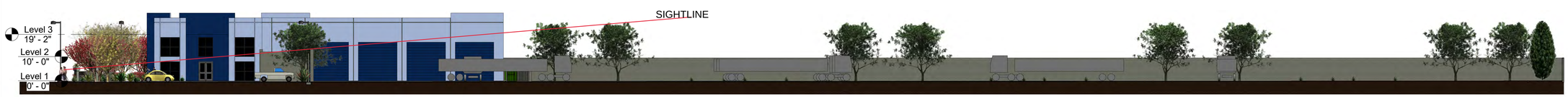
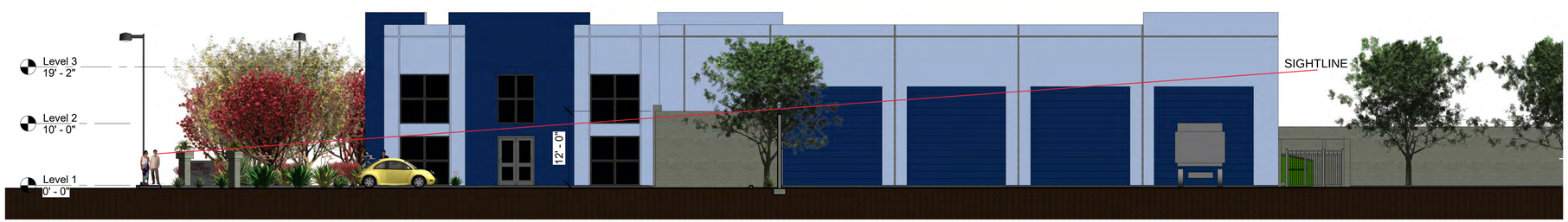
3	
OF 7 DRAWINGS	

1 NE WITH TRUCKS
12" = 1'-0"



2 Section 6
3/64" = 1'-0"



3 Section 8
1" = 10'-0"

REVISIONS	PRINTS ISSUED

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PROJECT
EDDIE'S TRUCKING CO. TRUCK YARD
LOCUST AVE RIALTO CA. 92377

OWNER
EDDIE SOYA (909) 714-1351
email: soya@att.net

DESCRIPTION
AERIAL VIEW & SECTIONS
SHOWING SIGHTLINE
FROM STREET

Drawn By	Issue Date
I OSUNA	10/17/16
Ckecked By G. CALVILLO	10/17/16
Proyect #	
As indicated	

6

1 SOUTH EAST VIEW
12" = 1'-0"

2 SOUTH WEST VIEW
12" = 1'-0"

REVISIONS | PRINTS ISSUED

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PROJECT
EDDIE'S TRUCKING CO. TRUCK YARD
LOCUST AVE RIALTO CA. 92377

OWNER
EDDIE SOYA (909) 714-1351
email: soya@att.net

DESCRIPTION
RENDERINGS

Drawn By	Issue Date
I OSUNA	12/16/15
Ckecked By G. CALVILLO	12/16/15
Proyect #	
12" = 1'-0"	

T1

LANTANA FUSCHIA

STIPPA TENUISSIMA

MIX OF GRASS AND SALVIAS
GRAVEL GROUNDCOVER AND BOULDERS

SALVIA X-SUPERBA

SALVIA NEMOROSA WESUWE

AGAVE ATTENUATA

AGAVE VICTORIAE-REIGINAE

CRANE LILY

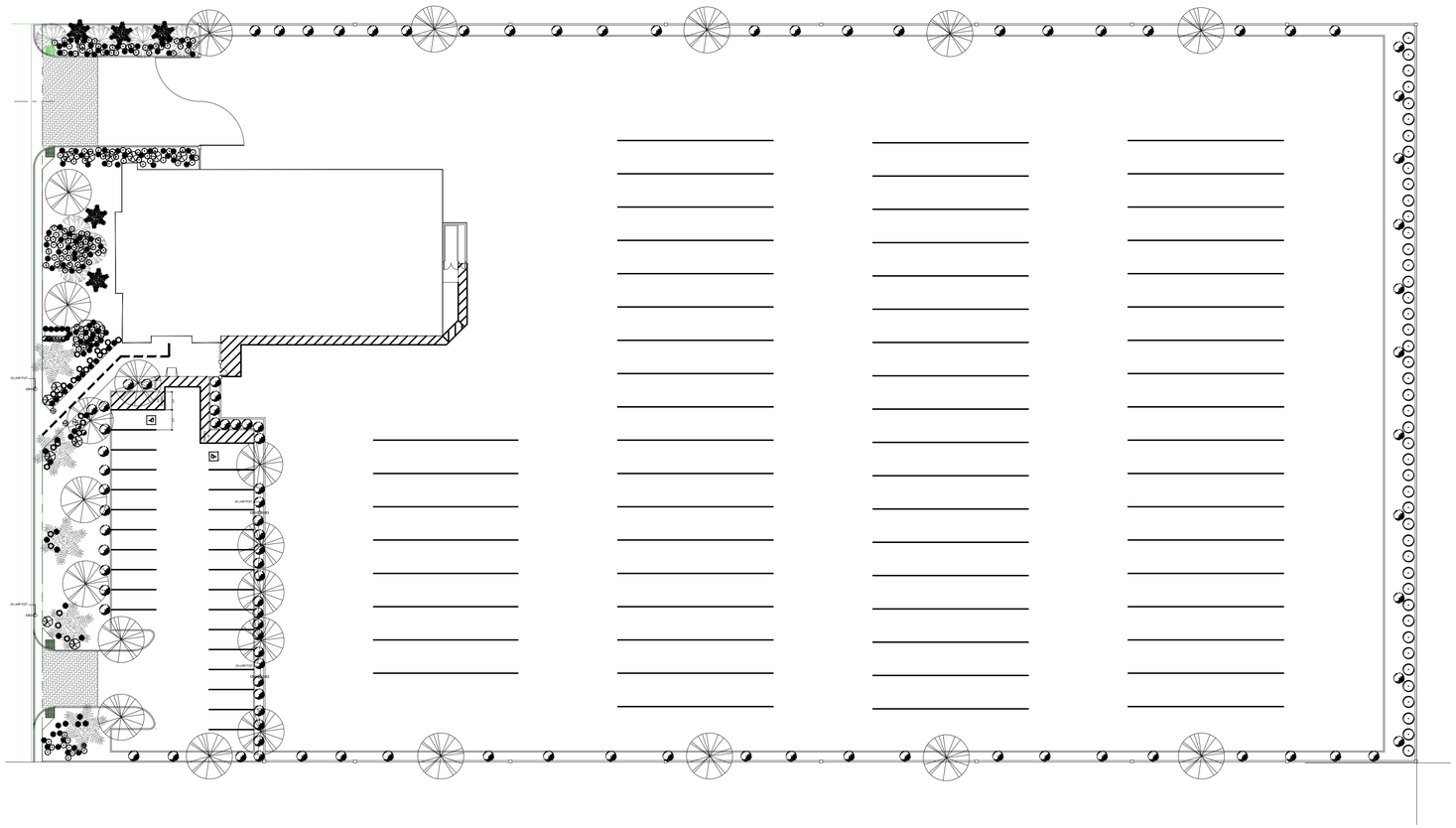
YUCCA FAXONIANA

BLUE JACARANDA

CREPE MYRTLE

ITALIAN CYPRESS

PALMA WASHINGTONEA



LEGEND

- LANTANA FUSCHIA
- STIPA TENUISSIMA
- SALVIA X-SUPERBA
- SALVIA NEMOROSA- WESUWE
- AGAVE ATTENUATA
- AGAVE VICTORIAE-REGINAE
- CRANE LILY
- YUCCA FAXONIANA

TREES

- BLUE JACARANDA
- TUSCARORA CREPE MYRTLE
- ITALIAN CYPRESS
- PALMA WASHINGTONEA

REVISION			PRINTS ISSUED
NO.	BY	DATE	DESCRIPTION

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DRAWING CONTENTS

CONCEPTUAL LANDSCAPE PLAN

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CHECKED BY	DATE
JOB NO.	

DRAWING NUMBER

5

OF 7 DRAWINGS

Traffic Impact Analysis for Locust Ave Warehouse Project

City of Rialto

Prepared for:
Calvillo Consulting Services

Prepared by:
Stantec Consulting Services Inc.

July 28, 2016

Sign-off Sheet

This document entitled Traffic Impact Analysis for Locust Ave Warehouse Project was prepared by Stantec Consulting Services Inc. ("Stantec") for the account of Calvillo Consulting Services (the "Client").

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REGISTERED PROFESSIONAL ENGINEER
CATHERINE A. LAWRENCE
No. TR001635
Exp. 9-30-2016
TRAFFIC
STATE OF CALIFORNIA

Stantec

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Executive Summary

This report presents a Traffic Impact Analysis (TIA) for the development of a trucking company facility that will provide parking and maintenance areas for a fleet of privately owned building material haul trucks and trailers on Locust Avenue in the City of Rialto, in accordance with the scoping agreement approved by the City on February 1, 2016 (see Appendix A). The proposed project includes the truck yard and the construction of a maintenance and repair shop building with four truck bays and office space. The site provides parking for up to 61 building material trucks and 30 automobiles. The TIA has been prepared utilizing methodology outlined in the City's traffic impact study guidelines.

Stantec prepared a traffic scoping agreement for this project in December 2015. After reviewing the initial information about the project, the City determined that a complete TIA report is required. Subsequently, an executed scoping agreement was developed with the Department of Public Works (DPW) and incorporated comments and corrections from the City's Development Review Committee (DRC).

The following two existing signalized intersections are evaluated regarding the potential impacts on the surrounding circulation system during the AM and PM peak hour.

- Locust Avenue and Riverside Avenue
- Locust Avenue and Casmalia Street

An evaluation of the project's driveway onto Locust Avenue has also been prepared. The analysis in this report is based on traffic conditions for the following scenarios:

- Existing conditions
- Existing plus Project conditions
- Cumulative conditions without Project
- Cumulative conditions with Project

The results of the existing and cumulative conditions impact analysis indicate that each intersection would operate at level of service (LOS) D or better with inclusion of project traffic. The incremental delay due to the project traffic does not exceed the City's threshold of significance for LOS D conditions. Therefore, the proposed project does not result in a significant impact at the intersections in the traffic analysis study area.

The two signalized study intersections were also evaluated using micro-simulation analysis (SimTraffic) to evaluate the peak hour movements and queue lengths to determine if the left-

turn pockets and right-turn pockets can accommodate the addition of cumulative and project generated traffic. The queue analysis indicates that the eastbound left-turn pocket and the southbound left-turn pocket at the intersection of Locust Avenue and Casmalia Street and the northwest left-turn pocket at the Locust Avenue and Riverside Avenue intersection should be modified to accommodate the peak left-turn volume under cumulative conditions.

Based on the City's guidelines for turn lane requirements, under cumulative conditions the intersection of Locust Avenue and Casmalia Street exceeds the acceptable threshold for a single left-turn lane, and therefore the addition of a second eastbound left-turn lane is required. Also, the addition of a southbound exclusive right turn lane is required.

It should, however, be noted that the turn lane requirement identified here is based on cumulative conditions and would be required without the project. As such, the project will participate in the improvements on a fair-share basis.

A traffic signal is warranted under Warrant 3, Peak Hour, of the CA MUTCD at Locust Avenue and Bohnert Avenue as determined by the traffic study for another nearby project. The City of Rialto has therefore recommended that the project should pay a fair share contribution to that signal due to its proximity to the project site.

In total, the project's fair share contribution for the improvements identified at the two locations listed above is approximately $42,430. Based on the findings summarized above, the project is determined to not have a significant impact on the level of service (LOS) of the study area intersections, but project traffic would contribute to a cumulative need for additional turn lanes. Therefore, it is recommended that the project contribute its pro-rata fair-share of the cost for the new turn lanes and the traffic signal.

1.0 INTRODUCTION

This report presents the traffic impact analysis for a trucking company facility that will provide parking and maintenance areas for a fleet of privately owned building material haul trucks and trailers on Locust Avenue in the City of Rialto, California. Figure 1illustrates the location of the project site. This report has been prepared in accordance with the scoping agreement approved on February 1, 2016 (see Appendix A).

The proposed project includes an approximately 209,088 square-foot (4.8 acres) truck yard and the construction of a maintenance and repair shop. The repair shop building consists of 7,500 square feet with four truck bays and 3,615 square feet of office space. The project site provides parking for 61 building material trucks to be parked on-site overnight and for 30 automobiles parking on-site behind a gate which will be open during regular business hours. The maintenance and service area is for the business's privately owned trucks and will not be used for outside commercial uses. The site is zoned for Planned Industrial Development and the proposed project is consistent with the land use designations under the Rialto Airport Specific Plan. Figure 2 illustrates the proposed site plan for the project.

The project is expected to be completed and operational within a year. This traffic study has been prepared to identify potential traffic impacts and to determine appropriate traffic mitigation measures utilizing guidelines and requirements recommended by the City of Rialto Department of Public Works/City Engineer.

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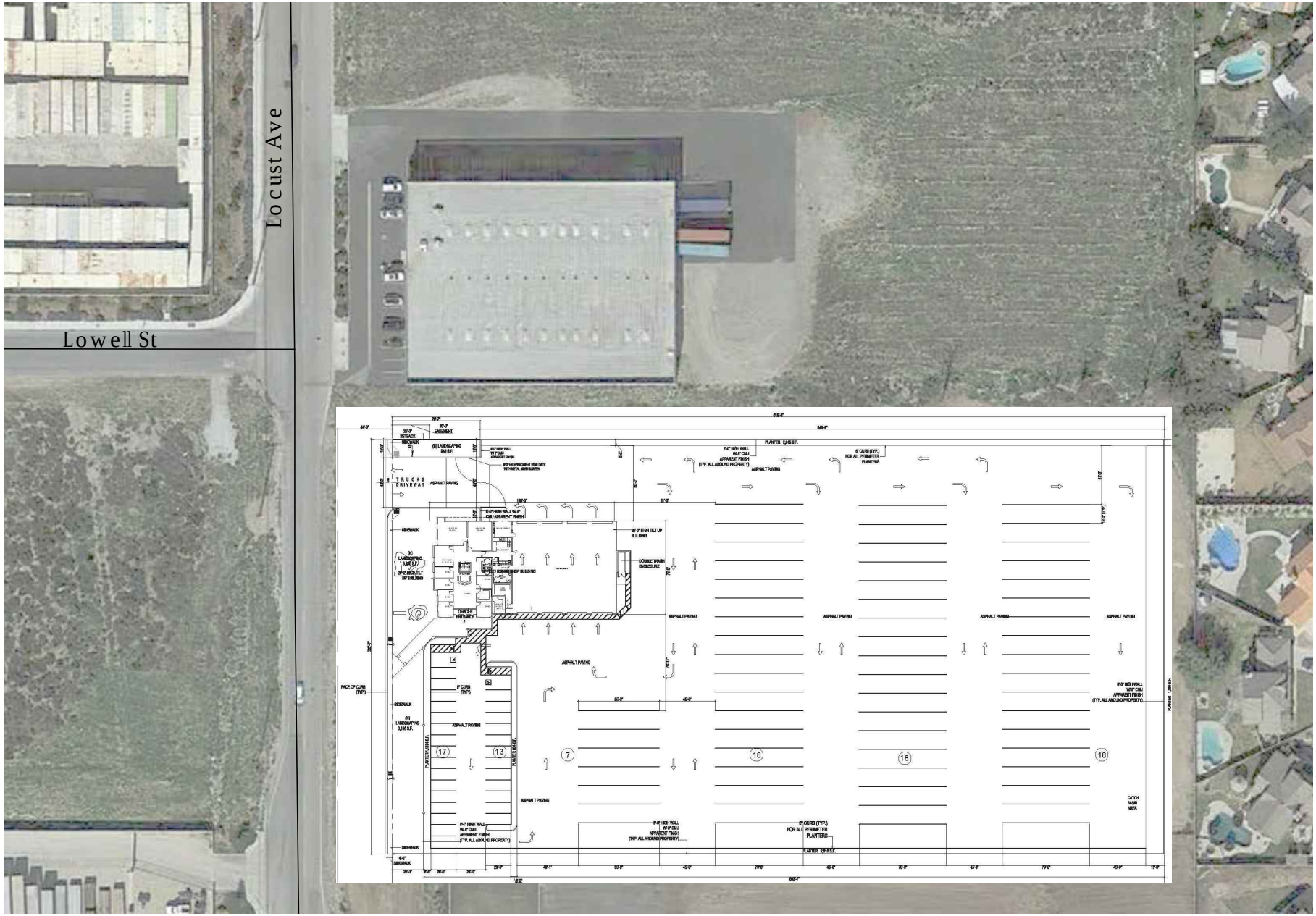
Figure 1

Project Location Map

1.2



Source: Cavillo Consulting Services
Aerial Image - Google Earth image dated 2/9/2016

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Figure 2

Site Plan

1.3

2.0 AREA CONDITIONS

The project is located on the southeast corner of North Locust Avenue and West Lowell Street. Locust Avenue is designated as a secondary arterial and is constructed as a two-lane roadway at the project frontage. Lowell Street is a two-lane local street with no striping. Figure 3 illustrates the existing traffic controls and intersection geometry.

Existing conditions AM and PM peak period weekday traffic counts were collected in late March 2016 at the following two signalized intersections located north and south of the project, respectively:

- Locust Avenue and Riverside Avenue
- Locust Avenue and Casmalia Street

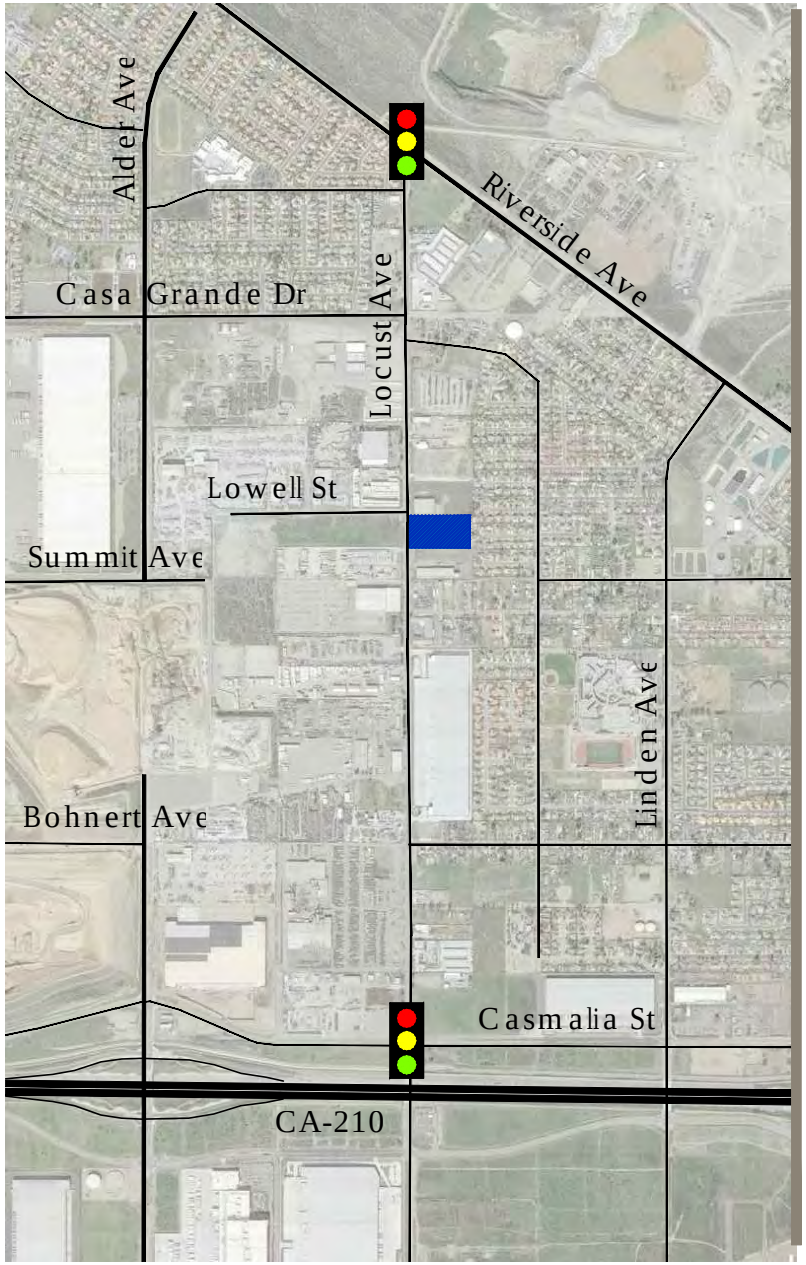
Figure 4 illustrates the AM and PM peak hour volumes during existing conditions at each study area intersection. The 24-hour midblock average daily traffic (ADT) volume was also collected at two locations on Locust Avenue, north and south of the project site. The count data sheets can be found in the Appendix B. To evaluate access to the project site and the the potential impacts on the surrounding circulation system, a Synchro and SimTraffic simulation model was prepared for the study locations.

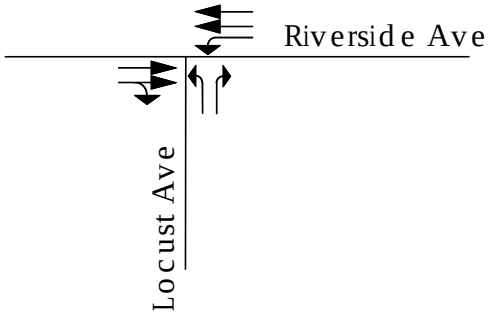
Figure 5 depicts the General Plan Circulation Element in the project vicinity.

A LOS evaluation of the study area intersections for existing conditions indicates that the intersections would operate at an acceptable LOS C or better with a maximum average of 23 seconds of delay per vehicle. The LOS and delay for the two signalized intersections based on existing peak hour volumes and existing lane configurations are summarized in Table 1. Synchro worksheets can be found in the Appendix C.

Table 1 LOS & Delay Summary – Existing Conditions

	AM		PM	
Location	**LOS**	**Delay (sec)**	**LOS**	**Delay (sec)**
Locust Ave and Casmalia St	B	17.6	C	22.9
Locust Ave and Riverside Ave	B	14.1	B	14.7





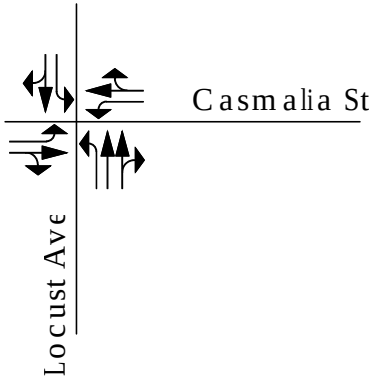


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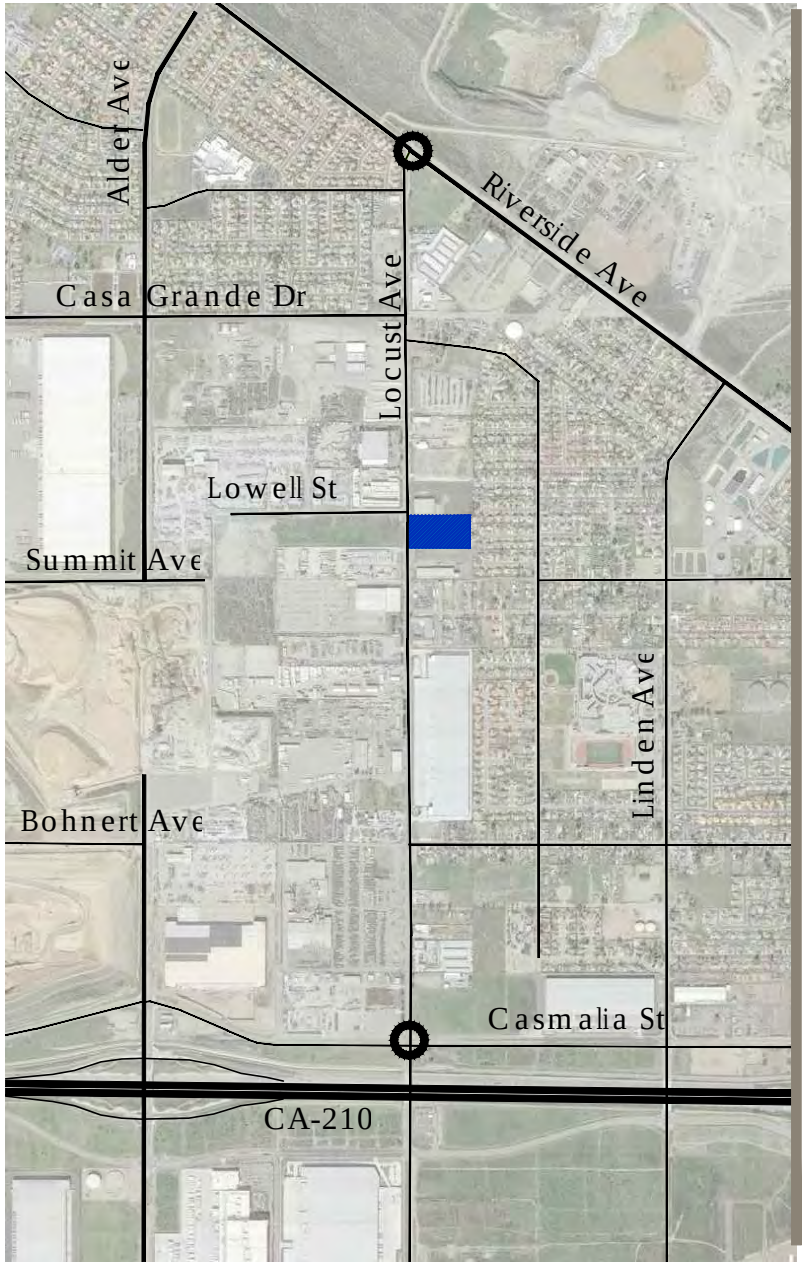
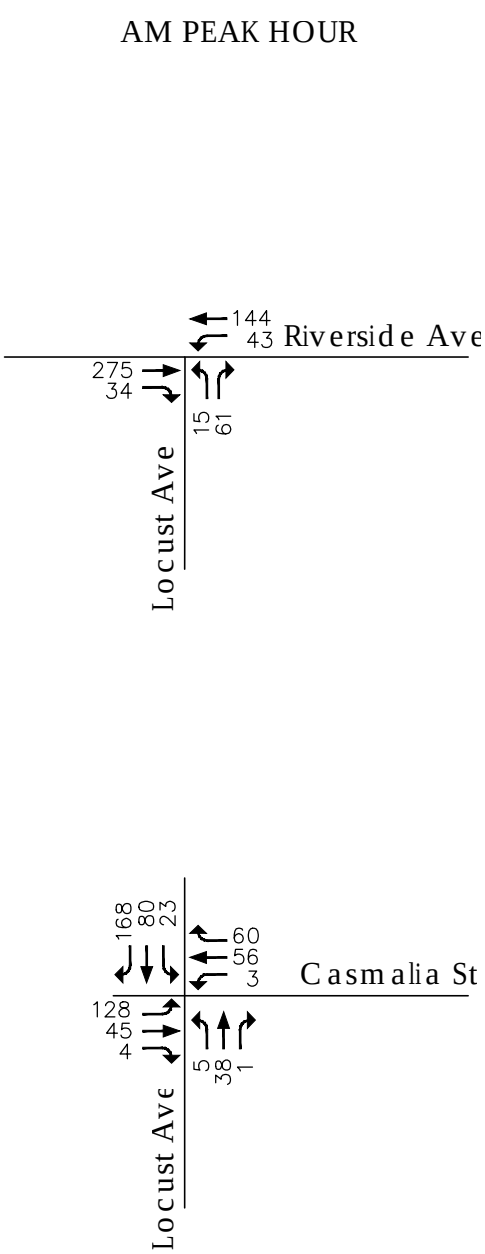
Figure 3

Traffic Controls and Lane Geometry - Existing Conditions

2.2





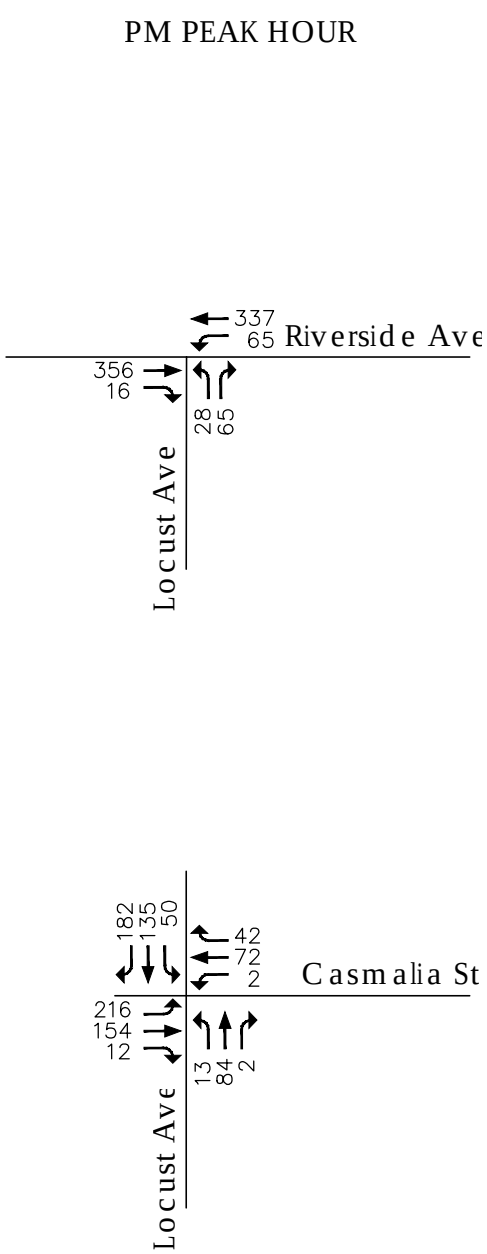


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Figure 4

AM & PM Peak Hour Volumes - Existing Conditions

2.3

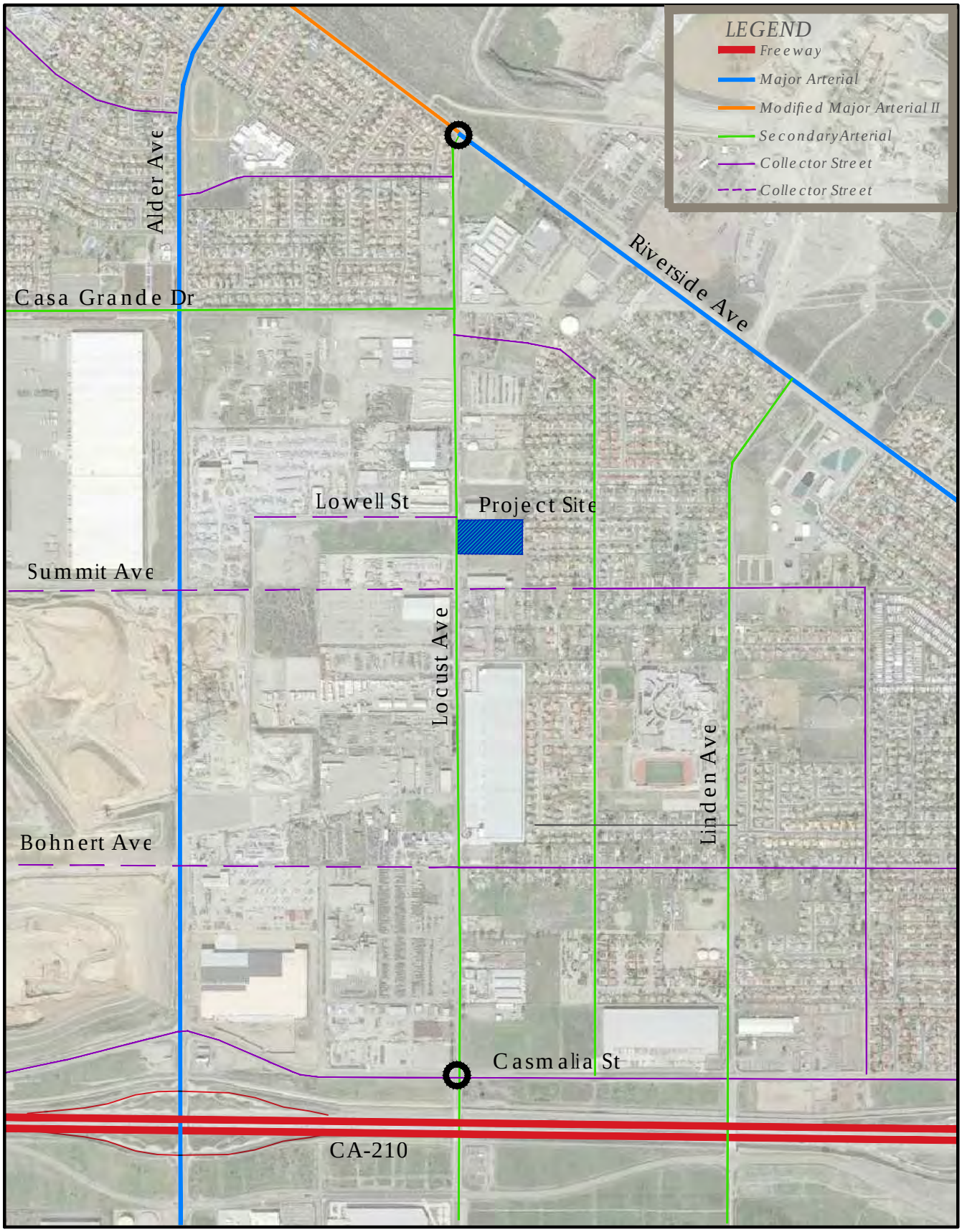

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Figure 5

General Plan Circulation Element in Project Vicinity

3.0 PROJECTED FUTURE TRAFFIC

3.1 PROJECT TRAFFIC AND PROJECT PHASING

3.1.1 Trip Generation

This traffic study has been prepared utilizing methodology outlined in the City of Rialto's traffic impact study guidelines. Trip generation estimates are used as described in the approved scoping agreement for the proposed project, which were prepared using standardized Institute of Transportation Engineers (ITE) trip generation rates and with truck volumes adjusted to passenger car equivalents (PCE). The approved scoping agreement can be found in the Appendix A. Table 2 shows the Trip Generation and PCE calculations.

Table 2 Trip Generation and PCE Calculations

Trip Generation – Total Vehicles			
	In	**Out**	**Total**
AM Trips	30*	31**	61
PM Trips	31**	27*	58
* ITE Trip Rate utilized for AM inbound and PM outbound - General Light Industrial (110) ** 50% of total trucks assumed to leave site in AM peak hour, and arrive at site in PM peak hour.			
Trip Generation: Passenger Cars Only			
	In	**Out**	**Total**
AM Trips	27*	0	27
PM Trips	0	24*	24
* Passenger cars are assumed to make 90% of AM inbound and PM outbound trips.			
Trip Generation: Trucks Only			
	In	**Out**	**Total**
AM Trips	3**	31*	34
PM Trips	31*	3**	34
* AM outbound trips and PM inbound trips are assumed to be truck traffic only. ** Trucks are assumed to make 10% of AM inbound and PM outbound trips.			
Trip Generation: Trucks with PCE factor (4 - axle trucks = 3 PCE)			
	In	**Out**	**Total**
AM Trips	9	93	102
PM Trips	93	9	102
Trip Generation: TOTAL PCE			
	In	**Out**	**Total**
AM Trips	36	93	129
PM Trips	93	33	126

As shown in Table 2 above, the project is expected to generate PCE volumes of approximately 129 trips during the AM peak hour (93 trips outbound), and 126 trips during the PM peak hour (93 trips inbound). The project is also estimated to generate a total of 450 average daily trips (ADT). The following assumptions are incorporated in the trip generation estimates listed above: 50 percent of total trucks are assumed to leave the site during the AM peak hour, and 50 percent are assumed to arrive back at the site in the PM peak hour. Approximately 90 percent of the AM inbound trips as well as the PM outbound trips are assumed to be passenger cars. A PCE factor of 3.0 is used for these 4-axle trucks.

3.1.2 Trip Distribution and Assignment

Trip distribution for the project has been applied as described in the approved scoping agreement (see Appendix A). Figure 6 shows the project trip distribution percentages and Figure 7 shows the project generated volumes (PCE) during the AM and PM peak hours. There is a quarry located on Riverside Avenue approximately one mile north of the project site which currently is being used by the project as the primary location for picking up materials. Since the project's trucks are currently using Locust Avenue to access the quarry in the AM peak hour, there will be negligible change to traffic volumes in the AM peak hour when the project relocates to the proposed site. However, to address the potential for future changes to delivery patterns, this traffic study is based on a generalized distribution of project traffic.

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Figure 6

Project Trips % Distribution

3.3

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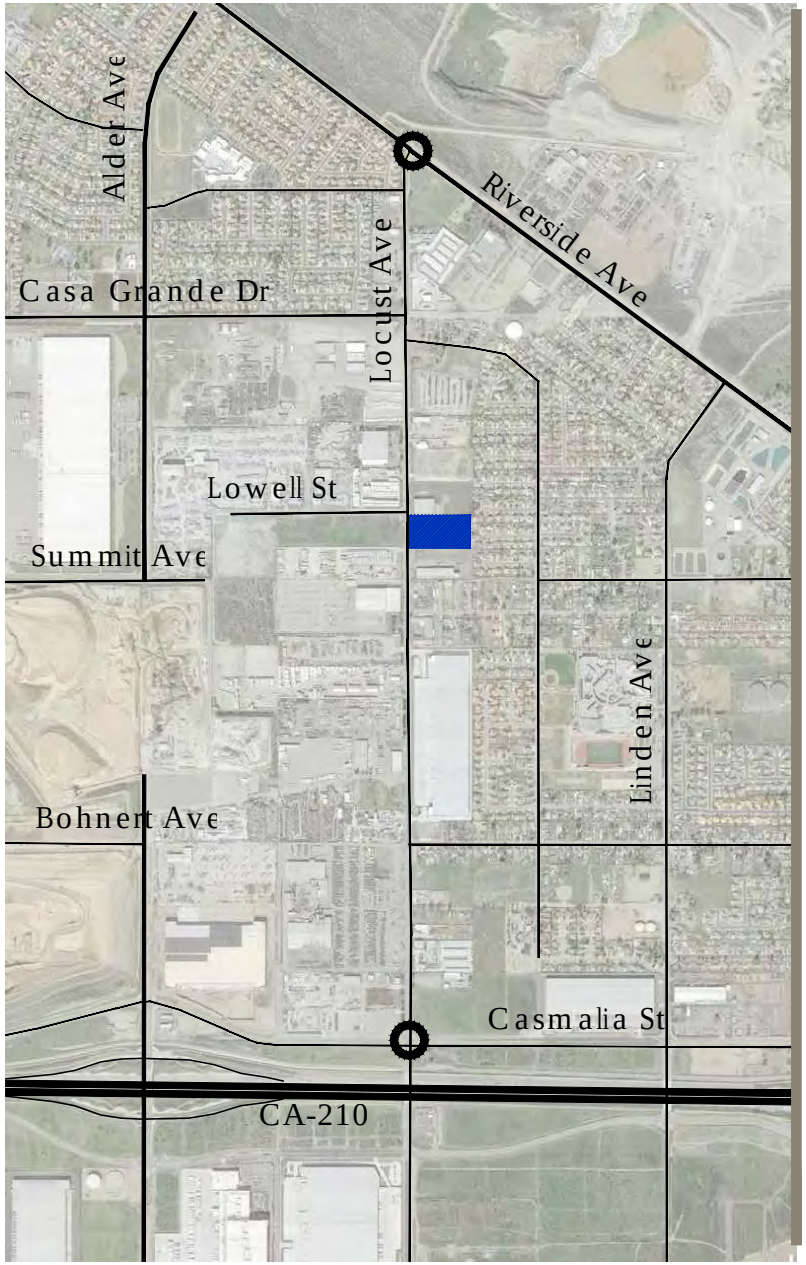

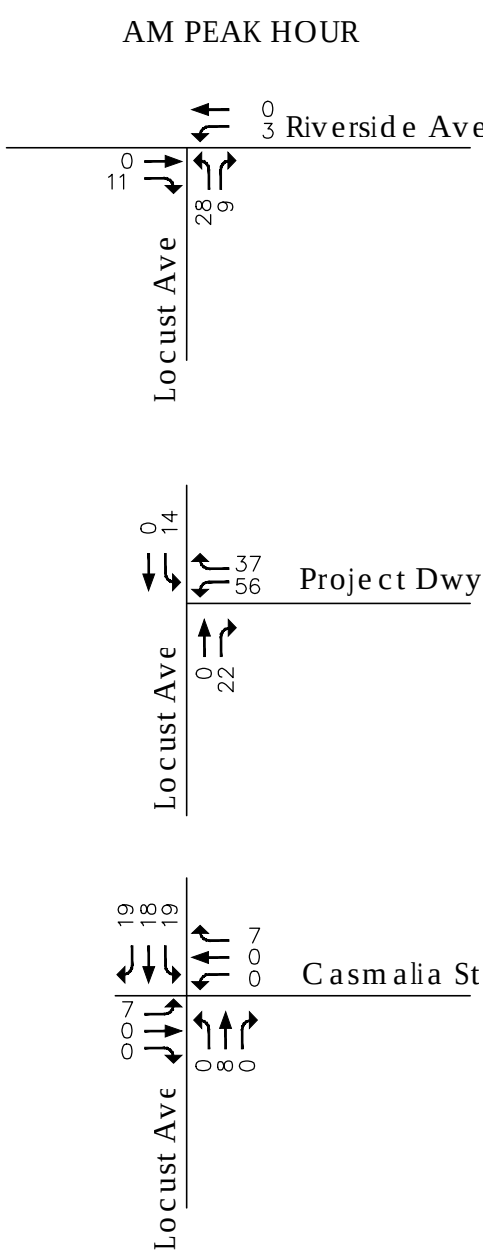

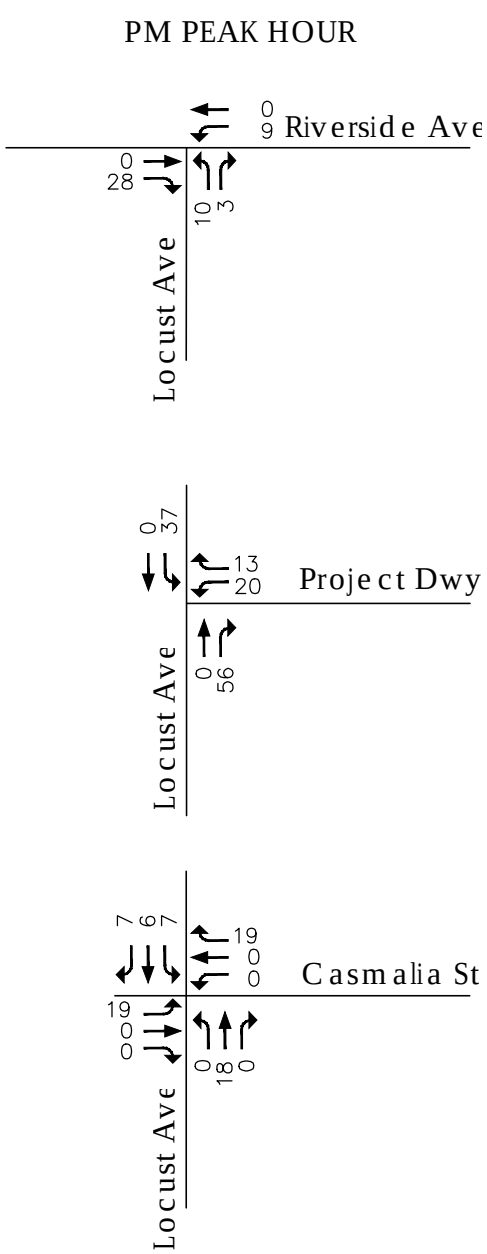

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Figure 7

AM & PM Peak Hour Volumes - Project Trips

3.4

3.2 EXISTING TRAFFIC PLUS PROJECT TRAFFIC ANALYSIS

The project trips were added to the existing traffic volumes and the resulting volumes can be seen in Figure 8. The project is expected to be completed within a year and so ambient growth isn't considered for this analysis scenario.

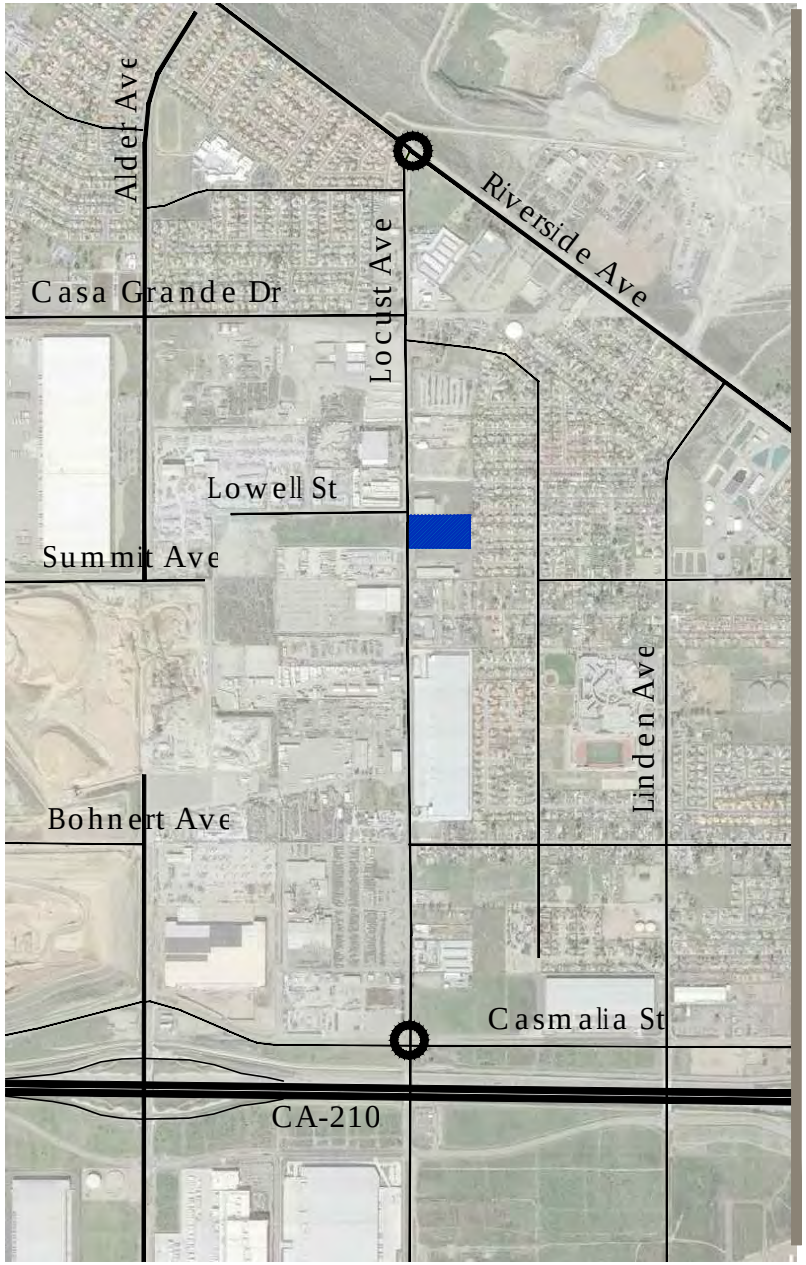
The City of Rialto defines a significant impact at an intersection if the addition of project traffic causes the intersection LOS to fall below LOS D, or where the peak hour delay increases as follows:

LOS A/B - by 10.0 seconds
LOS C - by 8.0 seconds
LOS D - by 5.0 seconds
LOS E - by 2.0 seconds
LOS F - by 1.0 seconds

The LOS and delay for the two signalized intersections and the project driveway are summarized for existing plus project conditions in Table 3, which shows that the intersections will continue to operate at an acceptable LOS C or better. The project's incremental change to the average delay is less than two seconds per vehicle, which is not considered a significant impact at LOS B or C.

Table 3 LOS & Delay Summary – Existing plus Project Conditions

	Existing Conditions				Existing plus Project Conditions			
	AM		PM		AM		PM	
Location	**LOS**	**Delay (sec)**	**LOS**	**Delay (sec)**	**LOS**	**Delay (sec)**	**LOS**	**Delay (sec)**
Signalized								
Locust Ave and Casmalia St	B	17.6	C	22.9	B	19.1	C	23.6
Locust Ave and Riverside Ave	B	14.1	B	14.7	B	14.9	B	15.0
Unsignalized								
Locust Ave and Project Driveway	-	-	-	-	B	11.3	B	12.3



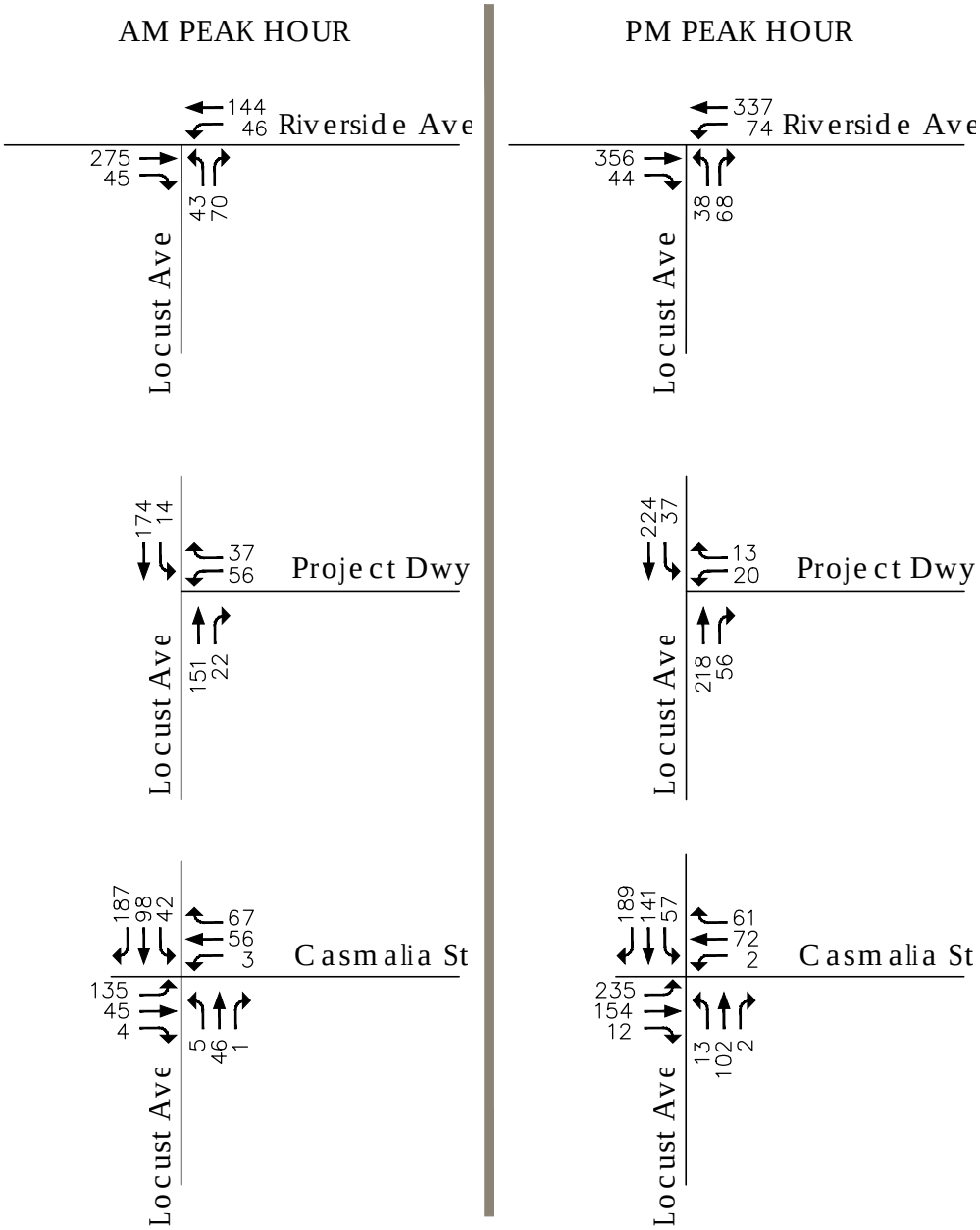


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Figure 8

AM & PM Peak Hour Volumes - Existing plus Project Conditions

3.6

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3.3 CUMULATIVE CONDITIONS ANALYSIS

For a cumulative conditions analysis, the cumulative project peak hour traffic volumes, which is the traffic generated by the other approved or pending projects in the study area, are identified and added to the existing traffic volumes.

There are multiple approved or proposed projects in the project vicinity which would add peak hour traffic to the study intersections. A listing of the projects considered for this analysis is provided in Table 4. The cumulative project traffic volume information is a combination of data provided to Stantec by Kimley-Horn and additional estimates prepared specifically for use in this study.

Table 4 Related Projects Summary

Project #	Land Use
1	Golden Springs
2	I-210 Logistic III
3	I-210 Logistic II
4	Niagara Bottling
5	Medline Industries
6	CapRock I - Casmalia/Linden
7	CapRock II - Locust/Bohnert
8	Sater Bros
9	Shaw Development Warehouse
10	Lytle Creek SP
11	Emaar Enterprise Homes
12	B+B Plastics
13	Pusan Pipe Manufacturing
14	Rialto 42 DCT Warehousing
15	Rialto Walmart
16	Prologis (Locust at Stonehurst)
17	Prologis (Tamarind at Walnut)
18	SOLO Cup Building
19	Renaissance Marketplace
20	I-210 Logistics IV
21	I-210 Logistics V
22	Shopping Center/Condo/SF Detached Housing
23	I-210 Gateway Center
24	Monster Warehouse
25	Industrial
26	ARCO expansion

Figure 9 shows a map of the approximate locations of the related projects. Figure 10 illustrates the project trips from the cumulative projects for the AM and PM peak hours.

Figure 11 shows the AM and PM peak hour volumes for cumulative conditions without the proposed project. The LOS and delay for the two signalized study intersections are summarized in Table 5, which shows that the intersections would operate at an acceptable LOS D or better, with a maximum delay of 42.0 seconds per vehicle, under cumulative conditions without project.

Table 5 LOS & Delay Summary – Cumulative Conditions without Project

Location	AM		PM	
	LOS	Delay (sec)	LOS	Delay (sec)
Signalized				
Locust Ave and Casmalia St	C	33.3	D	42.0
Locust Ave and Riverside Ave	B	14.9	B	15.8

Figure 12 shows the AM and PM peak hour volumes for cumulative conditions with addition of project generated traffic. The LOS and delay estimates for the two signalized intersections and for the project driveway are summarized in Table 6, which shows that the intersections would operate at an acceptable LOS D or better. The project's incremental change to the average delay is less than five seconds per vehicle, which is not considered a significant impact at these levels of service based on the City's LOS Standards.

Table 6 LOS & Delay Summary – Cumulative Conditions with Project

Location	Cumulative without Project Conditions				Cumulative with Project Conditions			
	AM		PM		AM		PM	
	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)
Signalized								
Locust Ave and Casmalia St	C	33.3	D	42.0	C	34.9	D	46.4
Locust Ave and Riverside Ave	B	14.9	B	15.8	B	15.2	B	15.6
Unsignalized								
Locust Ave and Project Driveway	-	-	-	-	C	16.8	C	17.6

LEGEND

(X) Related Projects Location Number
See Table 4 for Projects Summary

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Figure 9

Location of Cumulative Projects

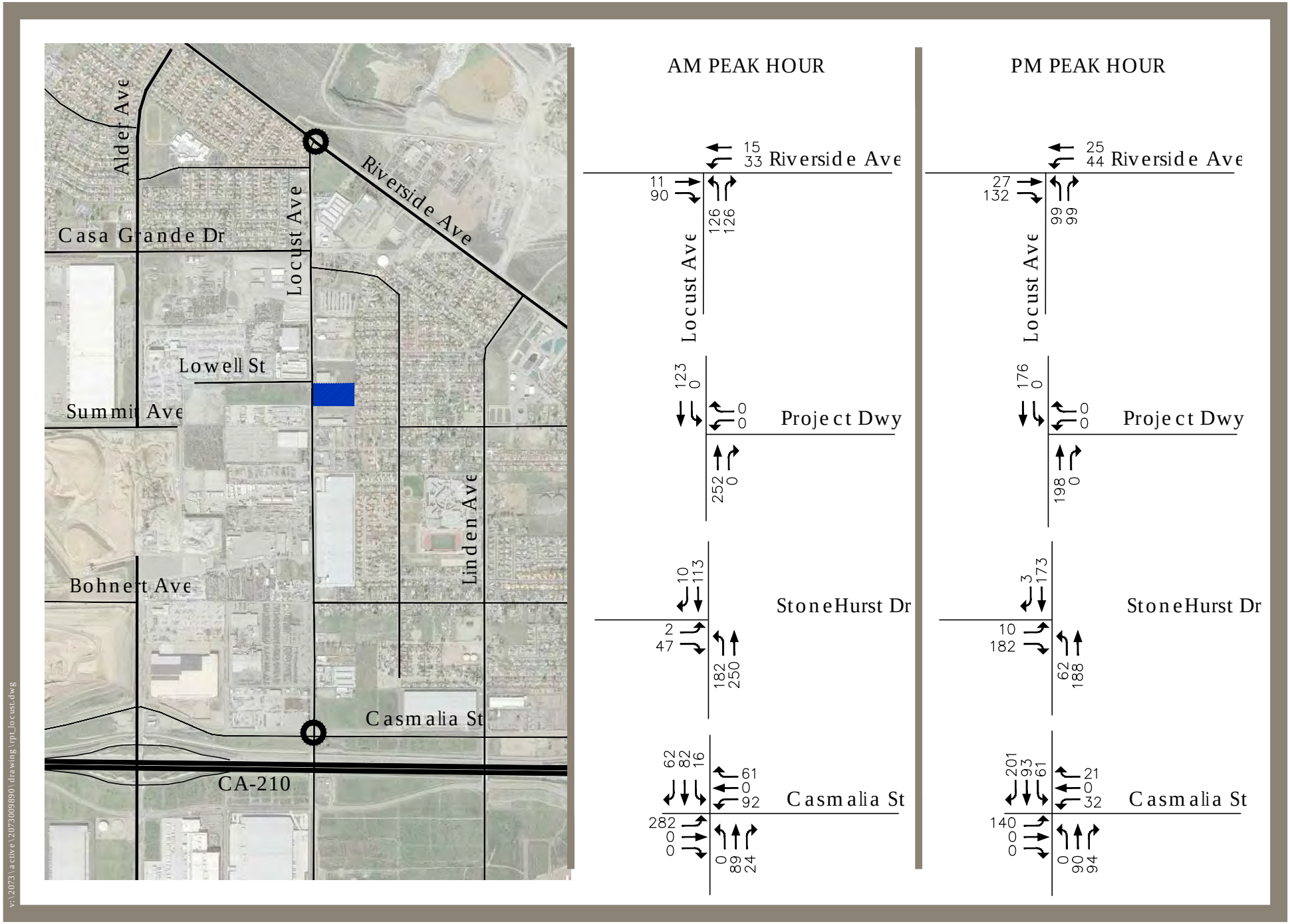

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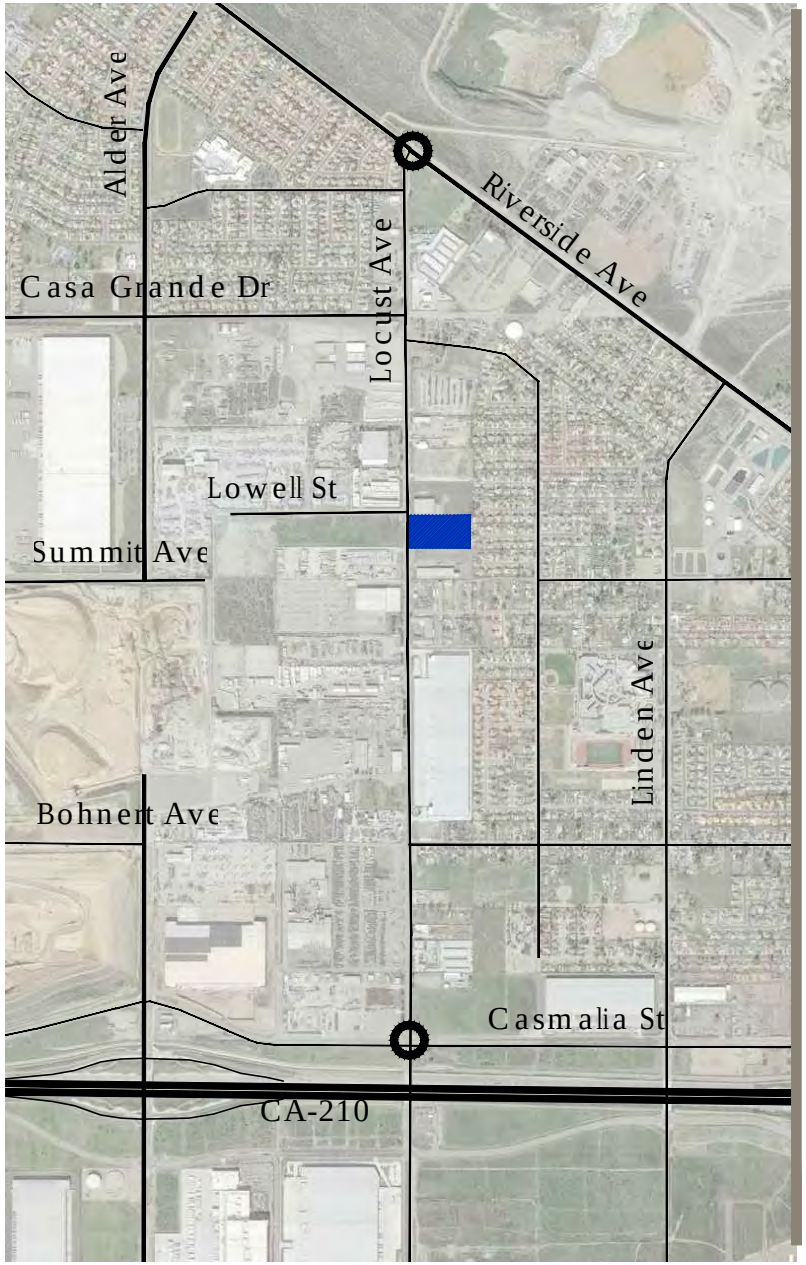
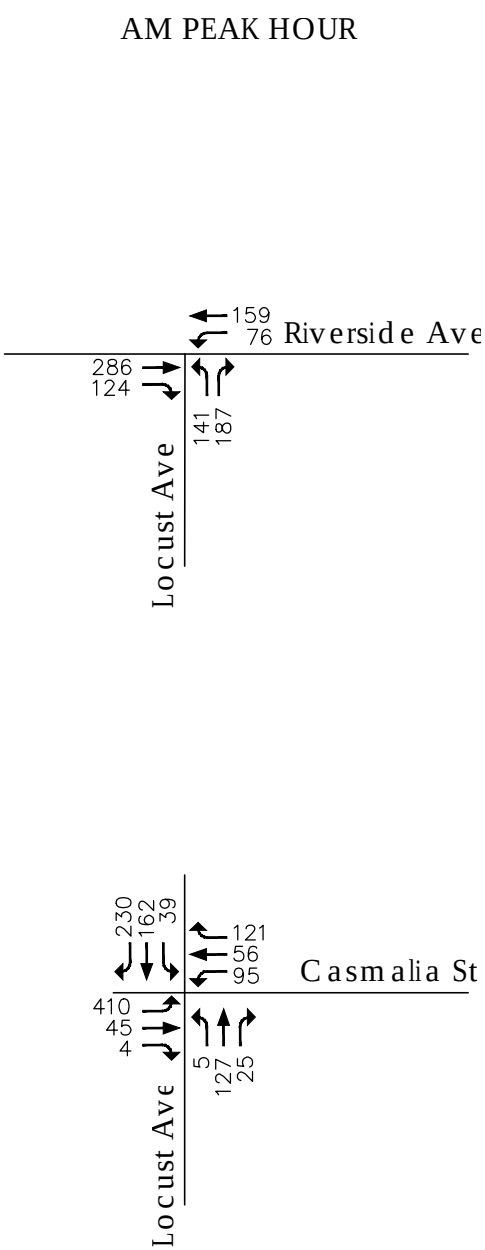
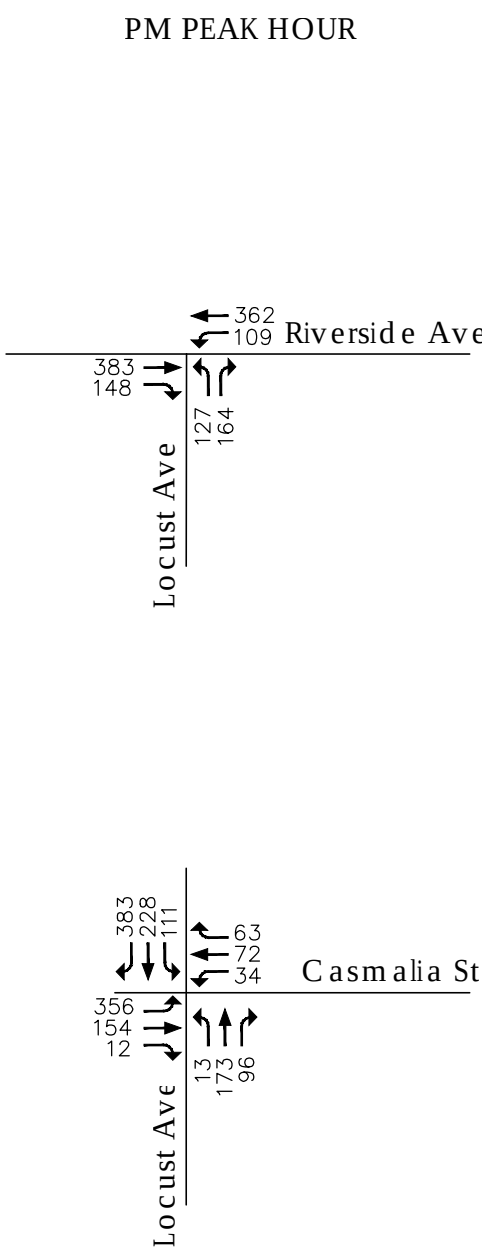
Figure 10

AM & PM Peak Hour Volumes - Cumulative Projects Only

3.10







Stantec

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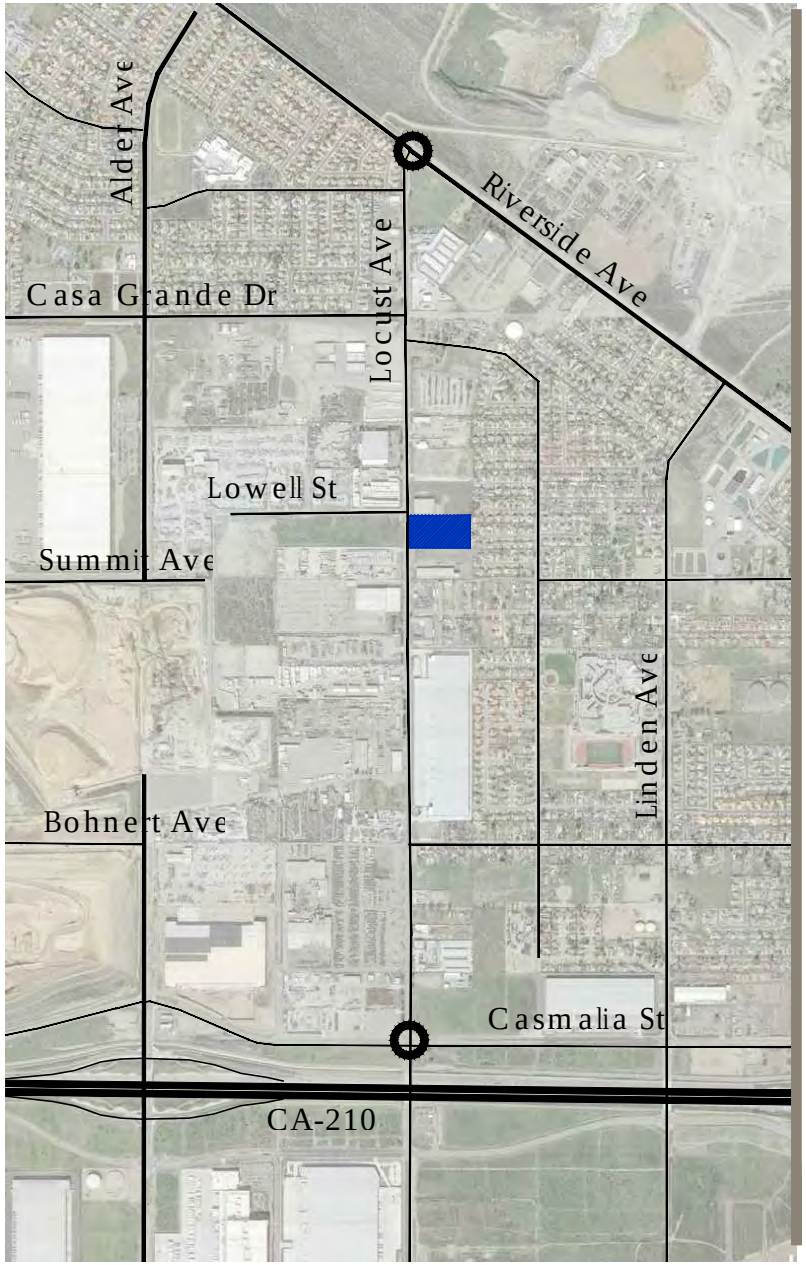
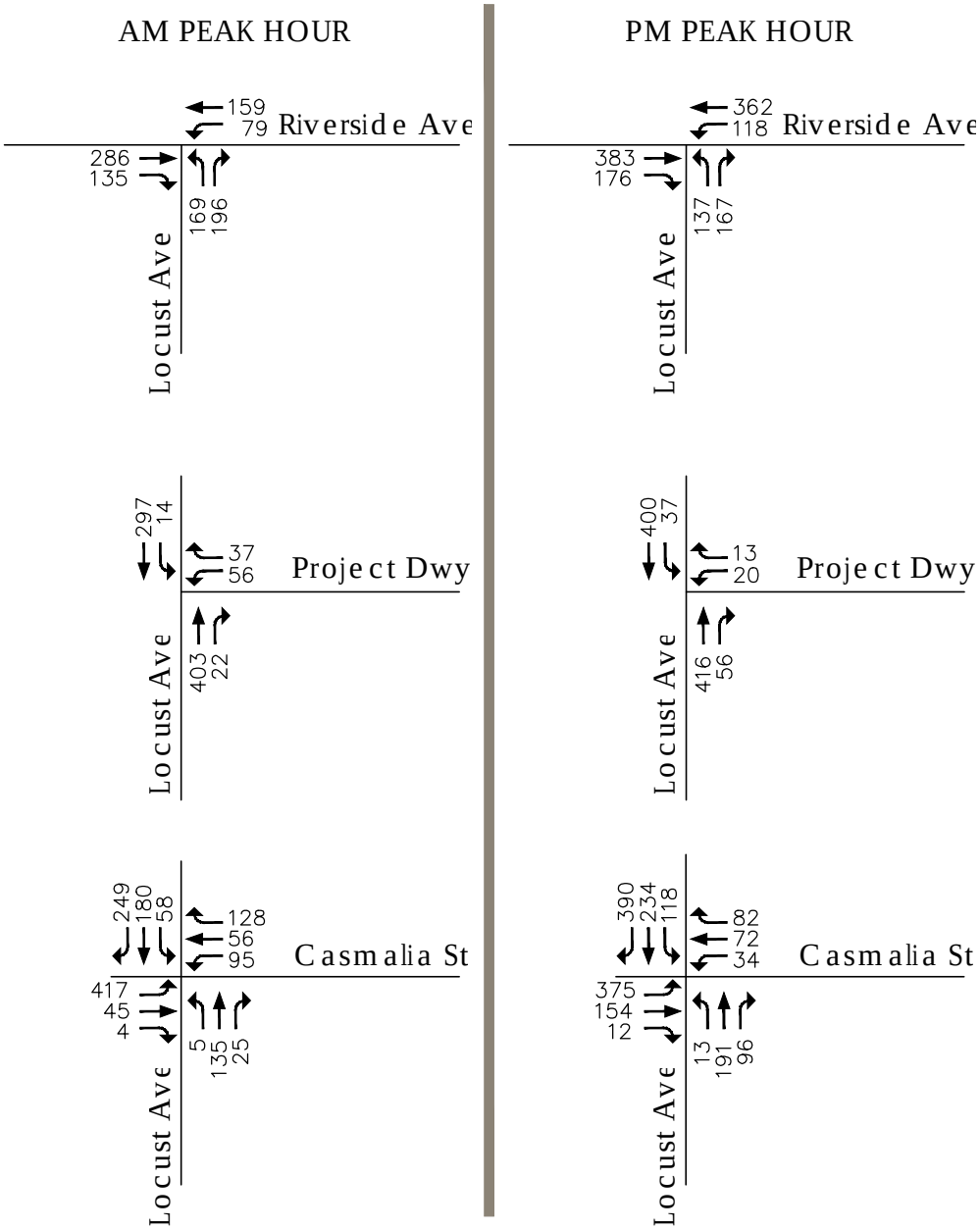
Figure 11

AM & PM Peak Hour Volumes - Cumulative Conditions without Project





Stantec

N

Figure 12

AM & PM Peak Hour Volumes - Cumulative Conditions with Project

3.4 QUEUE LENGTH ANALYSIS

The two signalized study intersections were also evaluated using micro-simulation analysis (SimTraffic) to evaluate the peak hour movements and queue lengths to determine if the left-turn pockets and right-turn pockets can accommodate the addition of cumulative and project generated traffic.

The queue summary of the turn movements for the study intersections are shown in Table 7 for existing conditions and in Table 8 for cumulative conditions.

Table 7 Queue Summary – Existing Conditions without and with Project

Location	Turn Movement	Storage Bay Dist (ft)	95th Percentile Queue (ft)			
			Existing Conditions		Existing plus Project Conditions	
			AM	PM	AM	PM
Locust Ave and Casmalia St	EB Left	280*	123	171	128	183
	WB Left	210	15	16	14	10
	NB Left	250	26	39	22	33
	SB Left	175	49	89	78	100
Locust Ave and Riverside Ave	NB Left	200	13	42	50	47
	NW Left	125	66	84	88	102

*Note: The existing eastbound left-turn pocket on Casmalia Street is not striped for the full length of the pocket. The existing centerline striping would allow for a 280-foot pocket.

Table 8 Queue Summary – Cumulative Conditions without and with Project

Location	Turn Movement	Storage Bay Dist (ft)	95th Percentile Queue (ft)			
			Cumulative without Project		Cumulative with Project	
			AM	PM	AM	PM
Locust Ave and Casmalia St	EB Left	280*	**282**	**309**	**292**	**344**
	WB Left	210	115	77	140	68
	NB Left	250	26	48	27	49
	SB Left	175	84	**192**	123	**223**
Locust Ave and Riverside Ave	NB Left	200	106	110	103	110
	NW Left	125	112	109	103	**133**

*Note: The existing eastbound left-turn pocket on Casmalia Street is not striped for the full length of the pocket. The existing centerline striping would allow for a 280-foot pocket.

Under existing plus project conditions, none of the turn queues are forecast to exceed the available storage length based on 95th percentile queue lengths. However, under cumulative conditions, the following three turn pockets are forecast to experience queues that exceed the available storage length:

- Casmalia Street at Locust Avenue - eastbound left turn (AM and PM peak hour)
- Locust Avenue at Casmalia Street - southbound left turn (PM peak hour)
- Riverside Avenue at Locust Avenue - northwest left turn (PM peak hour)

A review of aerial photography suggests that restriping the Locust Avenue/Casmalia Street intersection turn pockets to lengthen the eastbound left-turn pocket to approximately 310 feet and to lengthen the southbound left-turn pocket to approximately 200 feet would be feasible. Similarly, restriping the Locust Avenue/Riverside Avenue intersection north-westbound left-turn pocket to approximately 140 feet would be feasible. New information provided shows that the West Coast Pipe proposes to expand their manufacturing plant and intends to create a left-turn pocket from the existing southbound left-turn lane to their driveway, which serves as the new truck entrance, in order to provide a protected left-turn movement into their site. It will also construct a median island on Casmalia Street according to Renaissance Specific Plan requirements for Casmalia Street to have a 12-foot raised median. Therefore, it is not feasible to lengthen the southbound left turn-lane at the Locust Avenue/Casmalia Street intersection.

Based on the City of Rialto Traffic Impact Report guidelines, dual left-turn lanes are required if the peak hour volume exceeds 200, and an exclusive right turn lane is required if the peak hour right-turn volume exceeds 350.

For the intersection of Locust Avenue and Casmalia Street, under Cumulative conditions with project, the eastbound left turn volume exceeds 200 during both AM and PM peak hour and the southbound right turn volume exceeds 350 during PM peak hour meeting the requirements for a dual left turn lane and exclusive right turn lane, respectively.

It should, however, be noted that the turn lane requirement identified here is based on cumulative conditions and would be required without the project. As such, the project will participate in the improvements on a fair-share basis.

Additionally, a traffic signal is warranted under Warrant 3, Peak Hour, of the CA MUTCD at Locust Avenue and Bohnert Avenue as determined by the traffic study for another nearby project. The City of Rialto has therefore recommended that the project should pay a fair share contribution to that signal due to its proximity to the project site.

Based on the findings summarized above, project traffic would contribute to a cumulative need for additional turn lanes. Therefore, it is recommended that the project contribute its pro-rata fair-share of the cost for the new turn lanes at Casmalia Street and the traffic signal at Bohnert Avenue.

The estimated cost provided for adding a second eastbound left-turn lane for Casmalia Street at Locust Avenue is $72,898, the addition of exclusive southbound right-turn lane can be done by restriping and is estimated to be $3,500. The cost of the Locust Avenue and Bohnert Street traffic signal is estimated at $250,000.

Based on the fair share percentages shown in Table 9, approximately 13 percent of the estimated cost is to be contributed by the project to the improvements at Locust Avenue/Casmalia Street intersection improvements and Locust Avenue/Bohnert Street traffic signal.

Table 9 Fair Share Percentage

	Locust & Bohnert		Locust & Casmalia	
	AM	PM	AM	PM
Project Trips	78	76	78	76
Total Volume Increase	535	552	535	552
Fair share (%)	13%	12%	13%	12%
Improvement Cost ($)	$250,000		$76,398	
Fair share ($)	$32,500		$9,930	

In total, the project's fair share contribution for the improvements identified at the two locations listed above is approximately $42,430.

4.0 FINDINGS AND RECOMMENDATIONS

The proposed project consists of a trucking company facility that will provide parking, maintenance, and repair services for a fleet of privately owned building material haul trucks and trailer storage. The project would provide parking for 61 building material trucks and 30 automobiles. The project is expected to generate approximately 129 trips (PCE) during the AM peak hour (93 trips outbound), and 126 trips (PCE) occurring during the PM peak hour (93 trips inbound). The project is expected to be completed within a year.

The two study area intersections are currently signalized and operate at an LOS of C or better. The addition of traffic from the proposed project has been found to have no significant impact on the study intersections under existing conditions. Traffic from the proposed project combined with traffic from other cumulative projects would likewise add peak hour traffic to these intersections; however, the intersections would still continue to operate at an acceptable LOS D or better and within an acceptable range of increases to peak hour delay. Based on these findings, the project has been determined to have a less than significant impact on the intersection LOS.

The two signalized study intersections were also evaluated using micro-simulation analysis (SimTraffic) to evaluate the peak hour movements and queue lengths to determine if the left-turn pockets and right-turn pockets can accommodate the addition of cumulative and project generated traffic. The queue analysis indicates that the eastbound left-turn pocket and the southbound left-turn pocket at the intersection of Locust Avenue and Casmalia Street and the northwest left-turn pocket at the Locust Avenue and Riverside Avenue intersection experience queues that exceed available storage length under cumulative conditions.

Based on the City of Rialto Traffic Impact Report guidelines, dual left-turn lanes are required if the peak hour left-turn volume exceeds 200 vehicles and requires an exclusive right turn lane if the peak hour right-turn volume exceeds 350 vehicles.

Following the guidelines, the intersection of Locust Avenue and Casmalia Street meets the requirement for eastbound dual left-turn lanes and a southbound exclusive right-turn lane.

Another local Traffic Impact Analysis has identified that a signal is warranted under Warrant 3, Peak Hour of CA MUTCD at Locust Avenue and Bohnert Avenue which is south of the proposed project. The City of Rialto based on their policy recommended that the project should pay a fair share contribution to that signal.

In total, the project's fair share contribution for the improvements identified at the two locations listed above is approximately $42,430. Based on the findings summarized above, the project is determined to have no significant impact on the LOS at the study area intersections, but project traffic would contribute to a cumulative need for turn lanes. To alleviate the project's impact, it

is recommended that the project contribute its pro-rata fair-share of the cost for the new turn lanes at Casmalia Street and the traffic signal at Bohnert Avenue.

Appendix A SCOPING AGREEMENT

Exhibit B

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_____.

City of Rialto

Traffic Impact Analysis

Scoping Agreement

Case No. _____

Related Cases -

SP No. _____

EIR No. _____

GPA No. _____

ZC No. _____

Project Name: N/A (New Development Project on Locust Avenue)

Project Address: South- East Corner of N. Locust Ave and Lowell Street

Project Description: Development of small warehouse with office space and truck parking.

	Consultant	Developer
Name:	Stantec Consulting Services Inc.	Calvillo Consulting Services
Address:	38 Technology Dr. Irvine, CA 92618	2421 Foothill Blvd. La Verne,CA 91750
Telephone:	(949) 923-6058	(951) 990-3705
Fax:	(949) 923-6121	(909) 596-3129

Focused TIA - see section 8 pg. 4

1. **Trip Generation Source:** ITE Trip Generation, 9TH Edition - General Light Industrial (110)

Existing GP Land Use Planned Industrial Development - Rialto Airport Specific Plan

Proposed Land Use 3.1 Acres of Office/ Warehouse/ Truck Parking

Current Zoning: Planned Industrial Development

Proposed Zoning: Planned Industrial Zoning

Total Daily Project Trips: 450 (PCE)

	Current Trip Generation			Proposed Trip Generation (PCE)		
	In	Out	Total	In	Out	Total
AM Trips	0	0	0	36*	93**	129
PM Trips	0	0	0	93**	33*	126

* ITE Trip Rate utilized for AM In-Bound and PM Out-Bound.

**50% of total trucks assumed to leave site in AM peak hour, and arrive at site in PM peak hour. See attached Table 1 for Passenger Car Equivalent (PCE) calculations

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 40 % S 60 % E 0 % W 0 %

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

3. **Background Growth Traffic**

Project Completion Year: 2016 Annual Background Growth Rate:_____%

Other Phase Years TBD

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. Locust Avenue / Riverside
2. Locust Avenue / Casmalia Street
3. _____
4. _____
5. _____
6. _____
7. _____
8. _____
9. _____
10. _____

Traffic Impact Analysis – Report Guidelines and Requirements
Exhibit B
Scoping Agreement

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

1. TBD
2. _____
3. _____
4. _____
5. _____
7. _____
8. _____
9. _____
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: _____

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.)

Look at Locust/Riverside and Locust/Casmalia (existing signalized intersections) peak hour movements and queue lengths to insure the left turn pockets and right turns work with project's additional traffic

eastbound Casmalia to northbound Locust (left turn) is well above 200 vehicles in the peak hour and likely will need a dual left turn pocket.

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: 2013 (from Kunzman and Associates)

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 01-27-2016

Scoping Agreement Resubmittal date _____

Applicant/Engineer — Date: 01-27-2016

Land Use Concurrence:

Development Services Department — Date: 2/1/16

Approved by:

Public Works Department — Date: 2-1-16

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.

Table 1 – Trip Generation and PCE Calculations

Trip generation – Total Vehicles

Proposed Trip Generation

	In	Out	Total
AM Trips	30*	31**	61
PM Trips	31**	27*	58

* ITE Trip Rate utilized for AM In-Bound and PM Out-Bound

** 50% of total trucks assumed to leave site in AM peak hour, and arrive at site in PM peak hour.

Trip generation: Passenger Cars Only

Proposed Trip Generation

	In	Out	Total
AM Trips	27	0	27
PM Trips	0	24	24

Trip generation: Trucks Only

Proposed Trip Generation

	In	Out	Total
AM Trips	3	31	34
PM Trips	31	3	34

Trip generation: Trucks with PCE factor (4 - axle trucks = 3 PCE)

Proposed Trip Generation

	In	Out	Total Truck PCE
AM Trips	9	93	102
PM Trips	93	9	102

Trip generation: TOTAL PCE

Proposed Trip Generation

	In	Out	Total PCE
AM Trips	36	93	129
PM Trips	93	33	126

ADT (Est.) 450

SCOPE OF WORK

- YARD FOR 81 BUILDING MATERIAL TRUCKS
- 7,800 S.F. WAREHOUSE AND MAINTENANCE SHOP
- 3,315 S.F. OFFICE SPACE

LOT AREA: 209,088 S.F. (4.8 ACRES)
BUILDING TOTAL AREA: 11,115 S.F.
COVERAGE RATIO: 11,115/209,088 X (100) = 5.3%

NUMBER OF PARKING SPACES REQUIRED:
WAREHOUSE: 7,800 S.F. = 5
OFFICE: 1,000 S.F. = 11
TOTAL REQUIRED: 19
TOTAL PROVIDED: 20 (INCLUDING TWO HANDICAP ACCESSIBLE, ONE VAN ACCESSIBLE)
* TRUCK DRIVERS PARK THEIR VEHICLE IN THE TRUCK'S VACANT SPOT

BUILDING OCCUPANCY & TYPE:
OFFICE: B / V-B
WAREHOUSE/SHOP: S-1 / V-A

ZONING: RIALTO AIRPORT SPECIFIC PLAN

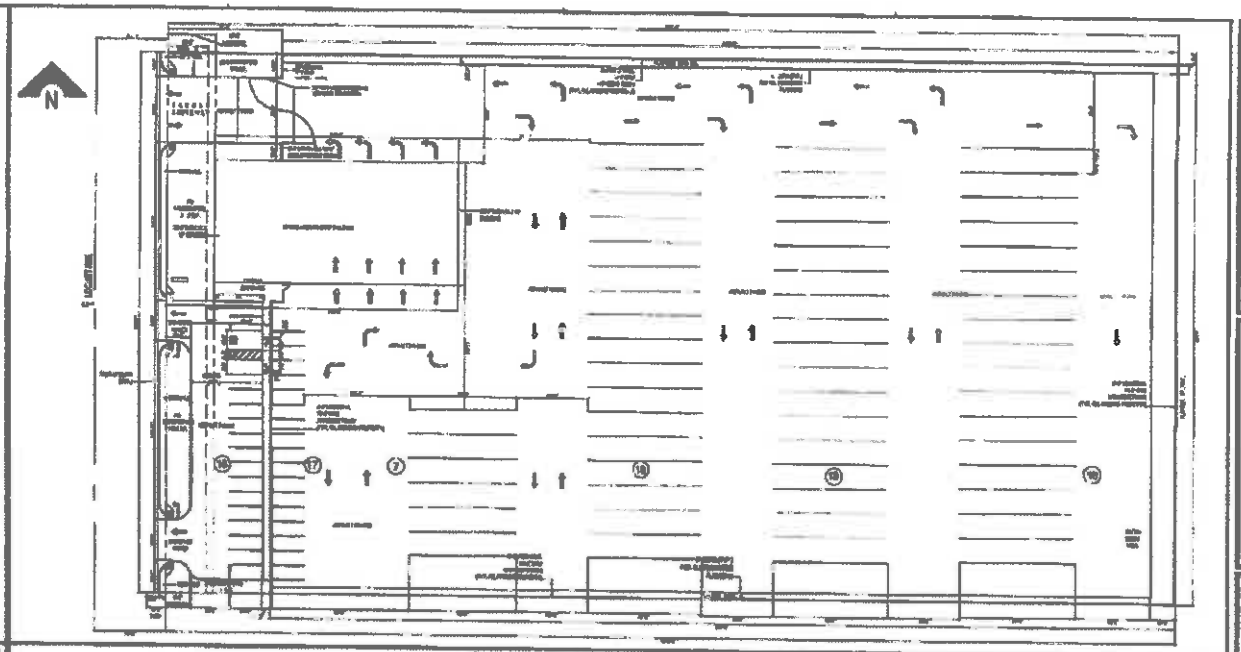
NUMBER OF EMPLOYEES: 20

APN: 0128-183-11-0-000

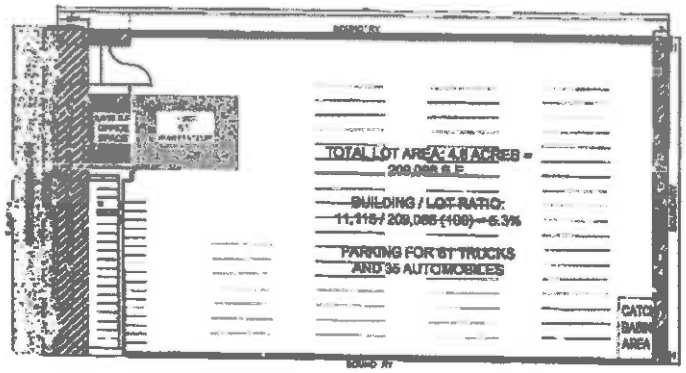
OWNER: EDDIE SOTA
PHONE: 909-714-1251
EMAIL: [illegible]

APPLICANT:
GUILLERMO CALVILLO
CALVILLO CONSULTING SERVICES
3400 FOOTHILL BLVD. SUITE 26
LA VERNE, CA 91750
PHONE: 951-690-5705
EMAIL: CalvilloConsultingServices@yahoo.com

SCOPE OF WORK & PROJECT DATA 5



SITE PLAN SCALE: 1/32" = 1'-0" 1



SETBACKS & EASEMENTS SCALE: N.T.S. 6

VICINITY MAP SCALE: N.T.S. 3

ELECTRIC: SCE [illegible]

WATER & SEWER: RIALTO WATER SERVICES
150 S. PALM AVE, RIALTO, CA 92376 [illegible]

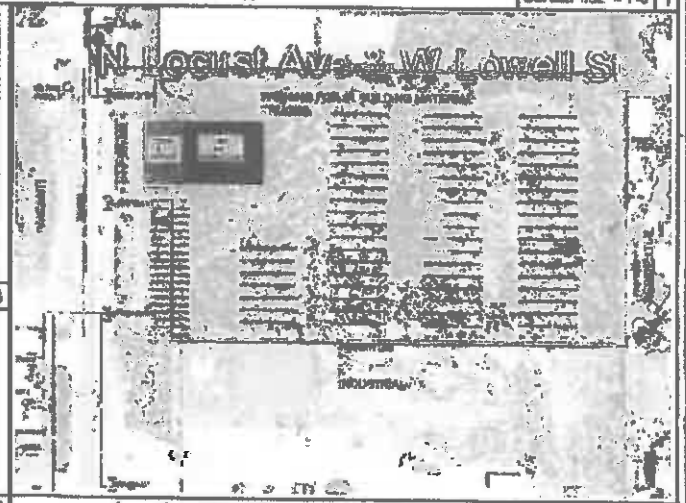
TRASH: EDCO DISPOSAL
1880 AGUA MANSA RD, RIVERSIDE, CA 92509 [illegible]

PHONE: AT&T [illegible]

CABLE: AT&T [illegible]

SCHOOL DISTRICT: SAN BERNARDINO CITY UNIFIED SCHOOL DISTRICT
182 E WALNUT AVE, RIALTO, CA 92376 [illegible]

UTILITIES 4



LAND USE SCALE: N.T.S. 2

REVISION	DATE	DESCRIPTION

PRINTS ISSUED

CALVILLO CONSULTING/SERVICES

PROJECT: EDDIE'S TRUCKING CO. TRUCK YARD
LOCUST AVE, RIALTO, CA 92377

OWNER: EDDIE SOTA
[illegible] Email: [illegible]

DRAWING CONTENTS:
SITE PLAN, LAND USE, SETBACKS & EASEMENTS
SCOPE OF WORK, PROJECT DATA
VICINITY MAP & UTILITIES INFORMATION

DRAWN BY: [illegible] DATE: 11-11-12
CHECKED BY: DATE:
JOB NO.:
DRAWING NUMBER: 1
OF 1 DRAWINGS

Appendix B
July 2016

Appendix B TRAFFIC COUNT DATA

Transportation Studies, Inc.
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: RIALTO
N-S- Direction: LOCUST AVENUE
E-W Direction: RIVERSIDE AVENUE

File Name : H1603023
Site Code : 00000000
Start Date : 3/23/2016
Page No : 1

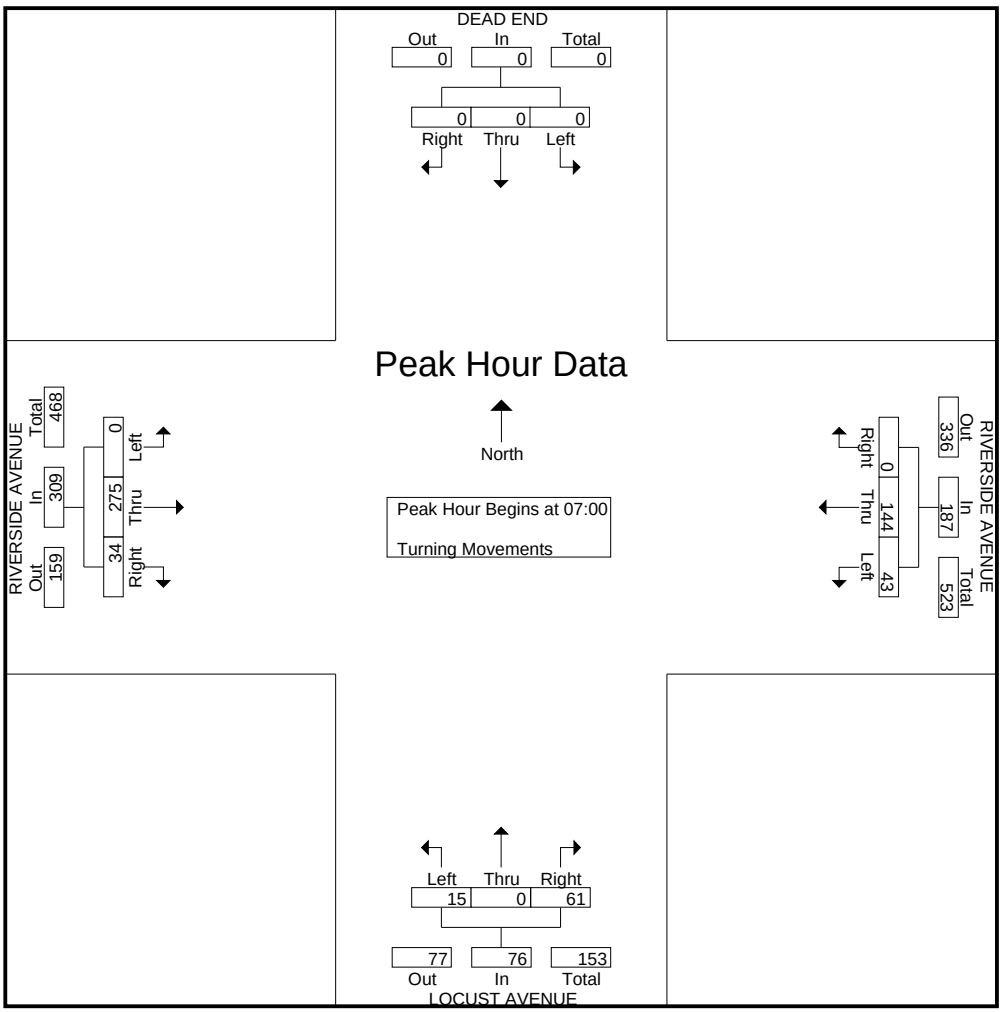
Groups Printed- Turning Movements

	DEAD END Southbound			RIVERSIDE AVENUE Westbound			LOCUST AVENUE Northbound			RIVERSIDE AVENUE Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00	0	0	0	0	35	10	11	0	3	6	58	0	123
07:15	0	0	0	0	35	13	13	0	3	10	68	0	142
07:30	0	0	0	0	35	9	24	0	6	8	77	0	159
07:45	0	0	0	0	39	11	13	0	3	10	72	0	148
Total	0	0	0	0	144	43	61	0	15	34	275	0	572
08:00	0	0	0	0	31	17	10	0	1	4	54	0	117
08:15	0	0	0	0	24	8	22	0	1	3	50	0	108
08:30	0	0	0	0	43	13	19	0	3	3	59	0	140
08:45	0	0	0	0	32	7	10	0	2	3	58	0	112
Total	0	0	0	0	130	45	61	0	7	13	221	0	477
16:00	0	0	0	0	92	17	9	0	8	5	67	0	198
16:15	0	0	0	0	77	15	18	0	5	5	74	0	194
16:30	0	0	0	0	87	16	14	0	8	3	90	0	218
16:45	0	0	0	0	71	12	23	0	2	4	95	0	207
Total	0	0	0	0	327	60	64	0	23	17	326	0	817
17:00	0	0	0	0	92	19	17	0	11	4	83	0	226
17:15	0	0	0	0	87	18	11	0	7	5	88	0	216
17:30	0	0	0	0	79	9	14	0	12	7	95	0	216
17:45	0	0	0	0	77	16	11	0	7	6	83	0	200
Total	0	0	0	0	335	62	53	0	37	22	349	0	858
Grand Total	0	0	0	0	936	210	239	0	82	86	1171	0	2724
Apprch %	0	0	0	0	81.7	18.3	74.5	0	25.5	6.8	93.2	0	
Total %	0	0	0	0	34.4	7.7	8.8	0	3	3.2	43	0	

Transportation Studies, Inc.
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

File Name : H1603023
Site Code : 00000000
Start Date : 3/23/2016
Page No : 2

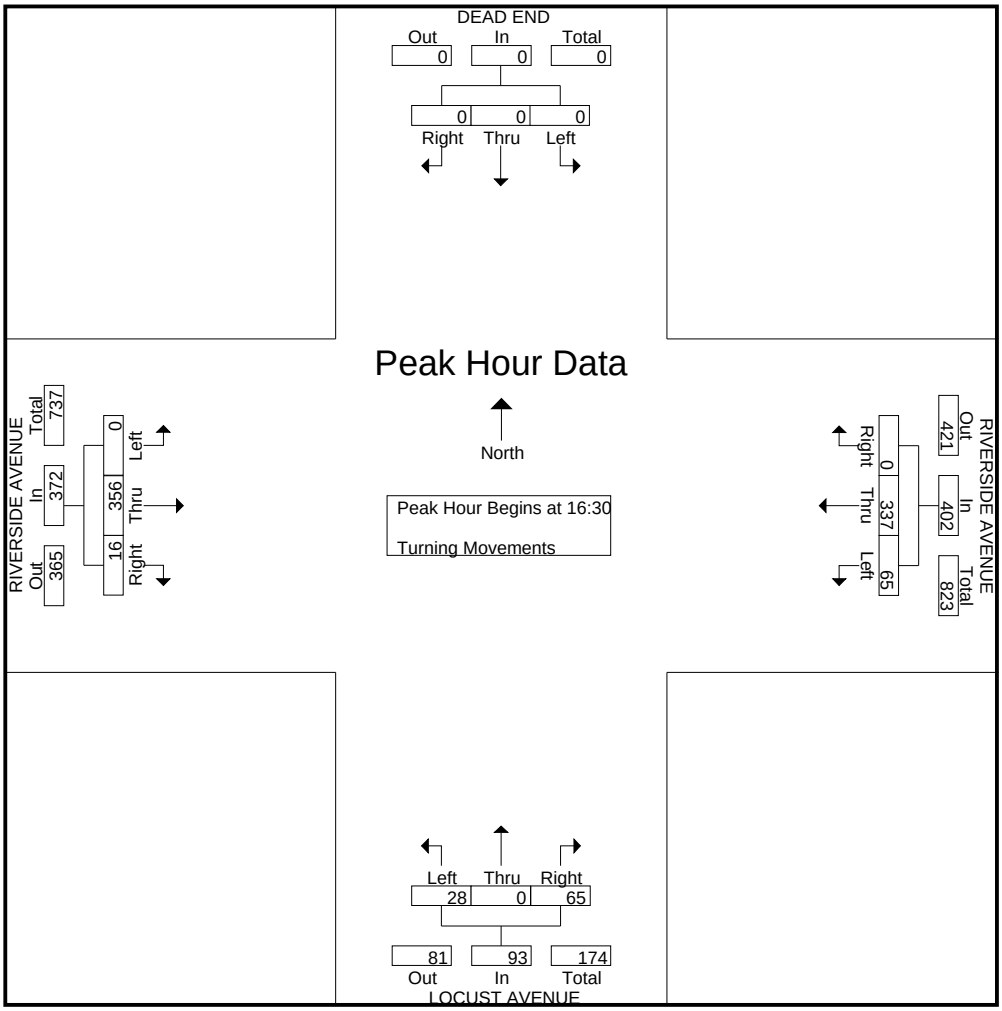
	DEAD END Southbound				RIVERSIDE AVENUE Westbound				LOCUST AVENUE Northbound				RIVERSIDE AVENUE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00																	
07:00	0	0	0	0	0	35	10	45	11	0	3	14	6	58	0	64	123
07:15	0	0	0	0	0	35	**13**	48	13	0	3	16	**10**	68	0	78	142
07:30	0	0	0	0	0	35	9	44	**24**	0	**6**	**30**	8	**77**	0	**85**	**159**
07:45	0	0	0	0	0	**39**	11	**50**	13	0	3	16	10	72	0	82	148
Total Volume	0	0	0	0	0	144	43	187	61	0	15	76	34	275	0	309	572
% App. Total	0	0	0		0	77	23		80.3	0	19.7		11	89	0		
PHF	.000	.000	.000	.000	.000	.923	.827	.935	.635	.000	.625	.633	.850	.893	.000	.909	.899



Transportation Studies, Inc.
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

File Name : H1603023
Site Code : 00000000
Start Date : 3/23/2016
Page No : 3

	DEAD END Southbound				RIVERSIDE AVENUE Westbound				LOCUST AVENUE Northbound				RIVERSIDE AVENUE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:30																	
16:30	0	0	0	0	0	87	16	103	14	0	8	22	3	90	0	93	218
16:45	0	0	0	0	0	71	12	83	**23**	0	2	25	4	**95**	0	**99**	207
17:00	0	0	0	0	0	**92**	**19**	**111**	17	0	**11**	**28**	4	83	0	87	**226**
17:15	0	0	0	0	0	87	18	105	11	0	7	18	**5**	88	0	93	216
Total Volume	0	0	0	0	0	337	65	402	65	0	28	93	16	356	0	372	867
% App. Total	0	0	0		0	83.8	16.2		69.9	0	30.1		4.3	95.7	0		
PHF	.000	.000	.000	.000	.000	.916	.855	.905	.707	.000	.636	.830	.800	.937	.000	.939	.959



Transportation Studies, Inc.
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: RIALTO
N-S- Direction: LOCUST AVENUE
E-W Direction: CASMALIA STREET

File Name : H1603024
Site Code : 00000000
Start Date : 3/23/2016
Page No : 1

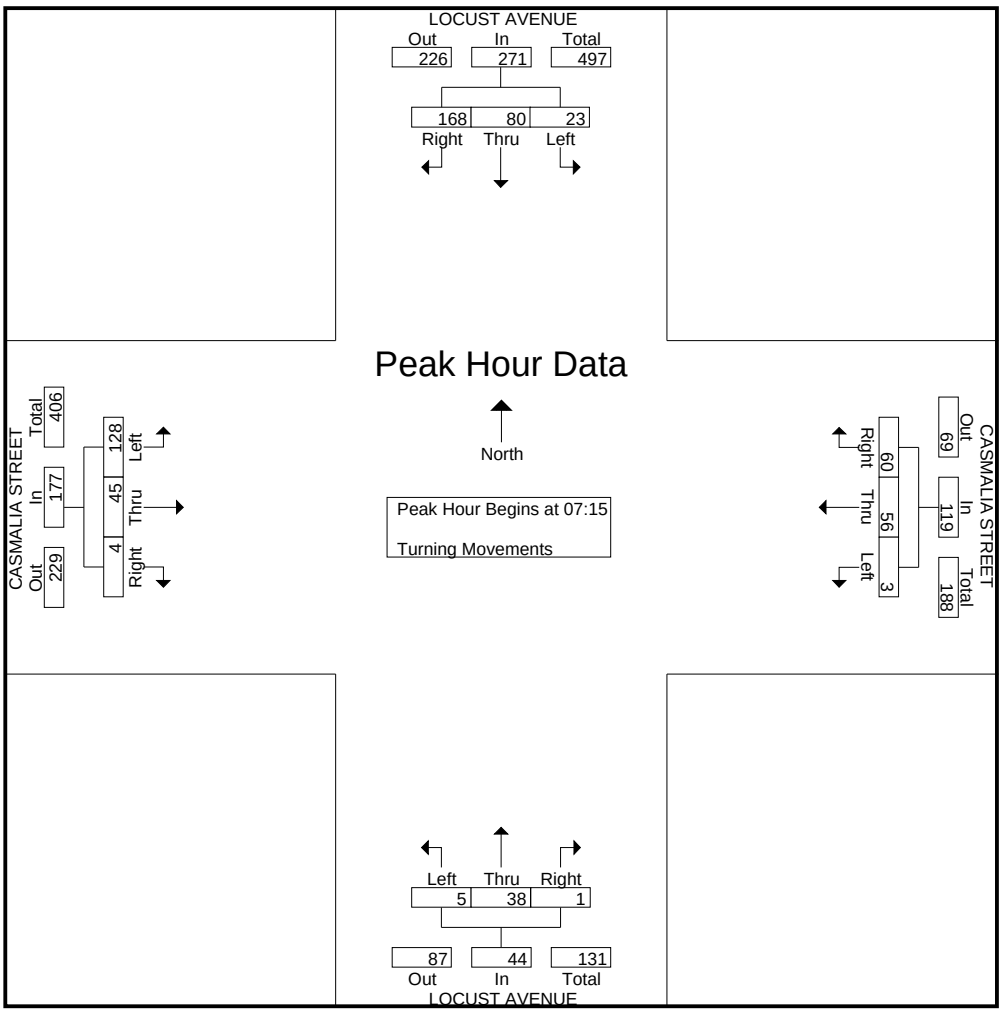
Groups Printed- Turning Movements

	LOCUST AVENUE Southbound			CASMALIA STREET Westbound			LOCUST AVENUE Northbound			CASMALIA STREET Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00	45	10	8	9	23	1	0	6	1	1	13	27	144
07:15	49	24	8	14	12	1	0	5	2	1	11	14	141
07:30	40	17	4	9	20	0	1	9	1	1	8	32	142
07:45	41	29	4	21	11	2	0	13	1	2	11	33	168
Total	175	80	24	53	66	4	1	33	5	5	43	106	595
08:00	38	10	7	16	13	0	0	11	1	0	15	49	160
08:15	30	20	6	11	16	1	0	10	1	0	5	21	121
08:30	46	9	4	4	19	0	1	16	0	0	14	26	139
08:45	28	19	3	8	18	1	0	7	0	1	9	24	118
Total	142	58	20	39	66	2	1	44	2	1	43	120	538
16:00	51	44	16	12	11	1	0	34	6	6	43	65	289
16:15	35	26	6	18	22	1	0	20	2	1	37	54	222
16:30	58	43	15	7	20	0	2	12	5	2	36	48	248
16:45	38	22	13	5	19	0	0	18	0	3	38	49	205
Total	182	135	50	42	72	2	2	84	13	12	154	216	964
17:00	46	38	14	6	16	0	2	14	0	0	32	45	213
17:15	47	23	11	8	20	1	1	16	0	4	37	41	209
17:30	45	19	9	6	27	0	1	23	0	4	42	58	234
17:45	31	23	7	6	21	0	1	18	2	0	32	41	182
Total	169	103	41	26	84	1	5	71	2	8	143	185	838
Grand Total	668	376	135	160	288	9	9	232	22	26	383	627	2935
Apprch %	56.7	31.9	11.5	35	63	2	3.4	88.2	8.4	2.5	37	60.5	
Total %	22.8	12.8	4.6	5.5	9.8	0.3	0.3	7.9	0.7	0.9	13	21.4	

Transportation Studies, Inc.
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

File Name : H1603024
Site Code : 00000000
Start Date : 3/23/2016
Page No : 2

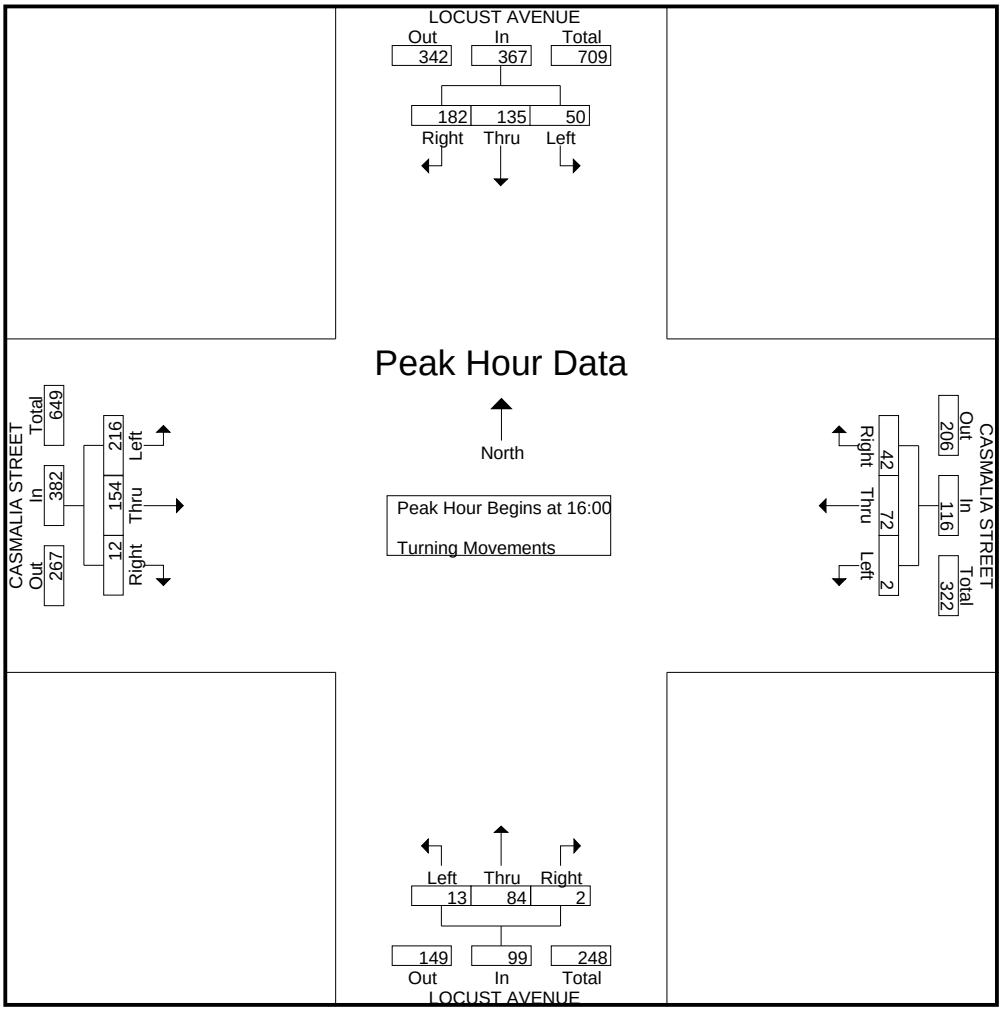
	LOCUST AVENUE Southbound				CASMALIA STREET Westbound				LOCUST AVENUE Northbound				CASMALIA STREET Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15																	
07:15	**49**	24	**8**	**81**	14	12	1	27	0	5	**2**	7	1	11	14	26	141
07:30	40	17	4	61	9	**20**	0	29	**1**	9	1	11	1	8	32	41	142
07:45	41	**29**	4	74	**21**	11	**2**	**34**	0	**13**	1	**14**	**2**	11	33	46	**168**
08:00	38	10	7	55	16	13	0	29	0	11	1	12	0	**15**	**49**	**64**	160
Total Volume	168	80	23	271	60	56	3	119	1	38	5	44	4	45	128	177	611
% App. Total	62	29.5	8.5		50.4	47.1	2.5		2.3	86.4	11.4		2.3	25.4	72.3		
PHF	.857	.690	.719	.836	.714	.700	.375	.875	.250	.731	.625	.786	.500	.750	.653	.691	.909



Transportation Studies, Inc.
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

File Name : H1603024
Site Code : 00000000
Start Date : 3/23/2016
Page No : 3

	LOCUST AVENUE Southbound				CASMALIA STREET Westbound				LOCUST AVENUE Northbound				CASMALIA STREET Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:00																	
16:00	51	**44**	**16**	111	12	11	**1**	24	0	**34**	**6**	**40**	**6**	**43**	**65**	**114**	**289**
16:15	35	26	6	67	**18**	**22**	1	**41**	0	20	2	22	1	37	54	92	222
16:30	**58**	43	15	**116**	7	20	0	27	**2**	12	5	19	2	36	48	86	248
16:45	38	22	13	73	5	19	0	24	0	18	0	18	3	38	49	90	205
Total Volume	182	135	50	367	42	72	2	116	2	84	13	99	12	154	216	382	964
% App. Total	49.6	36.8	13.6		36.2	62.1	1.7		2	84.8	13.1		3.1	40.3	56.5		
PHF	.784	.767	.781	.791	.583	.818	.500	.707	.250	.618	.542	.619	.500	.895	.831	.838	.834



Transportation Studies, Inc.

2640 Walnut Avenue, Suite L
Tustin, CA. 92780

Location : N. LOCUST AVENUE
Segment : S/O WEST COAST BOULEVARD
Client : STANTEC

Site: RIALTO
Date: 03/24/16

Interval	SB				NB				Combined				Day: Thursday
Begin	AM		PM		AM		PM		AM		PM		
12:00	60	84	54	168	9	27	32	155	69	111	86	323	
12:15	6		50		8		50		14		100		
12:30	8		24		4		35		12		59		
12:45	10		40		6		38		16		78		
01:00	9	23	36	154	7	25	43	172	16	48	79	326	
01:15	4		50		4		40		8		90		
01:30	4		34		8		39		12		73		
01:45	6		34		6		50		12		84		
02:00	6	25	40	190	2	28	42	227	8	53	82	417	
02:15	3		34		10		39		13		73		
02:30	10		76		8		72		18		148		
02:45	6		40		8		74		14		114		
03:00	69	118	40	184	6	21	63	252	75	139	103	436	
03:15	22		44		6		54		28		98		
03:30	12		61		1		53		13		114		
03:45	15		39		8		82		23		121		
04:00	18	109	53	222	1	31	94	257	19	140	147	479	
04:15	22		35		5		78		27		113		
04:30	37		85		10		44		47		129		
04:45	32		49		15		41		47		90		
05:00	27	118	34	158	18	156	55	223	45	274	89	381	
05:15	34		44		36		50		70		94		
05:30	20		43		54		76		74		119		
05:45	37		37		48		42		85		79		
06:00	29	157	32	163	14	71	40	180	43	228	72	343	
06:15	33		44		20		48		53		92		
06:30	51		48		22		56		73		104		
06:45	44		39		15		36		59		75		
07:00	40	186	32	116	20	97	42	187	60	283	74	303	
07:15	50		25		16		40		66		65		
07:30	44		22		24		42		68		64		
07:45	52		37		37		63		89		100		
08:00	45	142	23	84	40	100	40	133	85	242	63	217	
08:15	38		32		18		31		56		63		
08:30	33		19		24		32		57		51		
08:45	26		10		18		30		44		40		
09:00	29	135	18	102	22	90	25	115	51	225	43	217	
09:15	52		32		22		24		74		56		
09:30	30		28		16		36		46		64		
09:45	24		24		30		30		54		54		
10:00	38	176	22	55	23	130	12	65	61	306	34	120	
10:15	42		16		33		21		75		37		
10:30	54		8		42		18		96		26		
10:45	42		9		32		14		74		23		
11:00	44	194	11	34	30	136	11	38	74	330	22	72	
11:15	44		9		40		9		84		18		
11:30	59		10		36		8		95		18		
11:45	47		4		30		10		77		14		
Totals	1,467		1,630		912		2,004		2,379		3,634		
Split%	61.7		44.9		38.3		55.1						
Day Totals		3,097				2,916				6,013			
Day Splits		51.5				48.5							
Peak Hour	11:00		04:00		05:00		03:30		11:00		03:45		
Volume	194		222		156		307		330		510		
Factor	0.82		0.65		0.72		0.82		0.87		0.87		

* Data File : D1603025

Printed : 3/25/2016

Transportation Studies, Inc.

2640 Walnut Avenue, Suite L
Tustin, CA. 92780

Location : N. LOCUST AVENUE
Segment : N/O W. LOWELL STREET
Client : STANTEC

Site: RIALTO
Date: 03/24/16

Day: Thursday

Interval	NB				SB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	9	27	36	168	57	81	56	183	66	108	92	351
12:15	8		52		8		52		16		104	
12:30	4		42		8		31		12		73	
12:45	6		38		8		44		14		82	
01:00	7	25	44	192	9	22	44	167	16	47	88	359
01:15	4		48		4		45		8		93	
01:30	8		44		3		42		11		86	
01:45	6		56		6		36		12		92	
02:00	2	28	44	235	5	25	42	196	7	53	86	431
02:15	10		44		4		38		14		82	
02:30	8		73		12		72		20		145	
02:45	8		74		4		44		12		118	
03:00	6	26	64	253	66	114	46	208	72	140	110	461
03:15	6		60		26		48		32		108	
03:30	2		53		12		76		14		129	
03:45	12		76		10		38		22		114	
04:00	1	30	100	273	16	117	60	237	17	147	160	510
04:15	5		80		24		38		29		118	
04:30	10		51		39		84		49		135	
04:45	14		42		38		55		52		97	
05:00	20	172	55	231	24	107	37	164	44	279	92	395
05:15	44		52		30		40		74		92	
05:30	56		78		19		43		75		121	
05:45	52		46		34		44		86		90	
06:00	19	100	44	188	24	146	38	182	43	246	82	370
06:15	24		50		32		50		56		100	
06:30	26		56		44		48		70		104	
06:45	31		38		46		46		77		84	
07:00	29	119	40	194	36	182	36	115	65	301	76	309
07:15	18		42		52		24		70		66	
07:30	30		45		42		24		72		69	
07:45	42		67		52		31		94		98	
08:00	12	83	40	130	34	153	26	92	46	236	66	222
08:15	24		31		52		30		76		61	
08:30	27		29		36		22		63		51	
08:45	20		30		31		14		51		44	
09:00	26	98	26	114	30	136	14	105	56	234	40	219
09:15	26		25		50		38		76		63	
09:30	16		36		30		28		46		64	
09:45	30		27		26		25		56		52	
10:00	22	146	15	69	46	188	21	58	68	334	36	127
10:15	40		19		42		20		82		39	
10:30	49		20		52		8		101		28	
10:45	35		15		48		9		83		24	
11:00	32	153	11	41	49	205	12	37	81	358	23	78
11:15	45		12		42		7		87		19	
11:30	40		8		62		12		102		20	
11:45	36		10		52		6		88		16	
Totals	1,007		2,088		1,476		1,744		2,483		3,832	
Split%	40.6		54.5		59.4		45.5					
Day Totals		3,095				3,220				6,315		
Day Splits		49.0				51.0						
Peak Hour	05:00		03:30		11:00		04:00		11:00		03:45	
Volume	172		309		205		237		358		527	
Factor	0.77		0.77		0.83		0.71		0.88		0.82	

* Data File : D1603026

Printed : 3/25/2016

Appendix C
July 2016

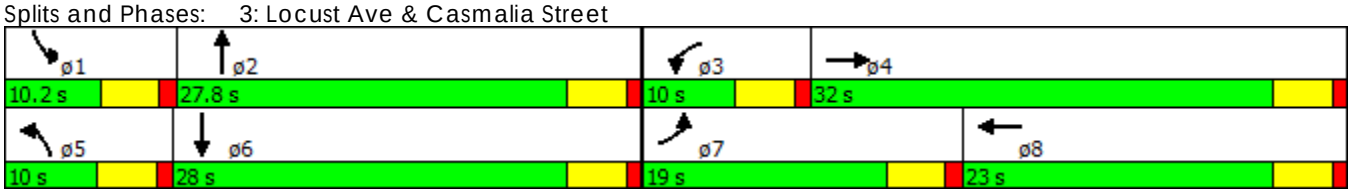
Appendix C SYNCHRO WORKSHEETS

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	128	45	4	3	56	60	5	38	1	23	80	168
Future Volume (vph)	128	45	4	3	56	60	5	38	1	23	80	168
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	280		0	210		0	250		0	175		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.989			0.923			0.996			0.898	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	1708	0	1641	1594	0	1641	3269	0	1641	1551	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	1708	0	1641	1594	0	1641	3269	0	1641	1551	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			62			1			134	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		551			707			501			501	
Travel Time (s)		12.5			16.1			11.4			11.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	139	49	4	3	61	65	5	41	1	25	87	183
Shared Lane Traffic (%)												
Lane Group Flow (vph)	139	53	0	3	126	0	5	42	0	25	270	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	19.0	32.0		10.0	23.0		10.0	27.8		10.2	28.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	23.8%	40.0%		12.5%	28.8%		12.5%	34.8%		12.8%	35.0%	
Maximum Green (s)	14.5	27.5		5.5	18.5		5.5	23.3		5.7	23.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		None	Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	10.3	18.7		5.7	8.3		5.7	29.7		5.9	31.5	
Actuated g/C Ratio	0.18	0.32		0.10	0.14		0.10	0.51		0.10	0.54	
v/c Ratio	0.49	0.10		0.02	0.45		0.03	0.03		0.15	0.30	
Control Delay	30.5	14.9		30.7	20.7		30.8	14.8		32.0	8.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	30.5	14.9		30.7	20.7		30.8	14.8		32.0	8.7	
LOS	C	B		C	C		C	B		C	A	
Approach Delay		26.2			20.9			16.5			10.7	
Approach LOS		C			C			B			B	

Intersection Summary	
Area Type: Other	
Cycle Length: 80	
Actuated Cycle Length: 58.7	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.49	
Intersection Signal Delay: 17.6	Intersection LOS: B
Intersection Capacity Utilization 35.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: Locust Ave & Casmalia Street

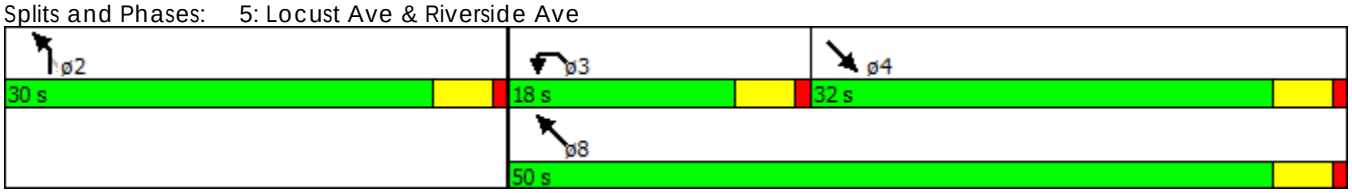


Lane Group	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	15	61	275	34	43	144
Future Volume (vph)	15	61	275	34	43	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	0		0	125	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.850	0.983			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1641	1468	3226	0	1641	3282
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1641	1468	3226	0	1641	3282
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		66	18			
Link Speed (mph)	30		30			30
Link Distance (ft)	466		892			1120
Travel Time (s)	10.6		20.3			25.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	16	66	299	37	47	157
Shared Lane Traffic (%)						
Lane Group Flow (vph)	16	66	336	0	47	157
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2		1	2
Detector Template	Left	Right	Thru		Left	Thru
Leading Detector (ft)	20	20	100		20	100
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA		Prot	NA
Protected Phases	2		4		3	8
Permitted Phases		2				
Detector Phase	2	2	4		3	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	22.5	22.5		9.5	22.5
Total Split (s)	30.0	30.0	32.0		18.0	50.0

Lane Group	NBL	NBR	SET	SER	NWL	NWT
Total Split (%)	37.5%	37.5%	40.0%		22.5%	62.5%
Maximum Green (s)	25.5	25.5	27.5		13.5	45.5
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	Max	Max	Max		None	None
Walk Time (s)	7.0	7.0	7.0			7.0
Flash Dont Walk (s)	11.0	11.0	11.0			11.0
Pedestrian Calls (#/hr)	0	0	0			0
Act Effct Green (s)	25.7	25.7	27.8		7.5	35.2
Actuated g/C Ratio	0.37	0.37	0.40		0.11	0.50
v/c Ratio	0.03	0.11	0.26		0.27	0.10
Control Delay	17.1	5.8	15.3		34.0	8.8
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	17.1	5.8	15.3		34.0	8.8
LOS	B	A	B		C	A
Approach Delay	8.0		15.3			14.6
Approach LOS	A		B			B

Intersection Summary	
Area Type: Other	
Cycle Length: 80	
Actuated Cycle Length: 70	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.27	
Intersection Signal Delay: 14.1	Intersection LOS: B
Intersection Capacity Utilization 28.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 5: Locust Ave & Riverside Ave

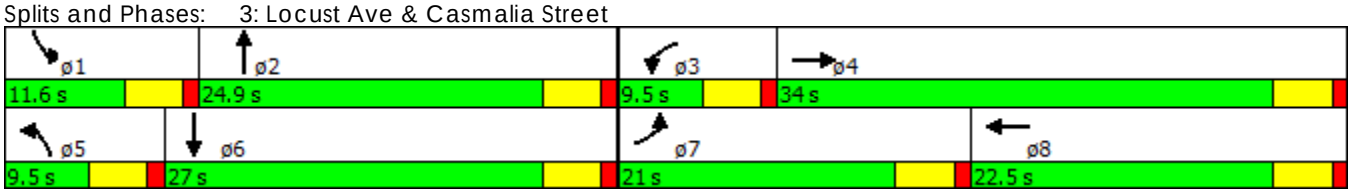


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	216	154	12	2	72	42	13	84	2	50	135	182
Future Volume (vph)	216	154	12	2	72	42	13	84	2	50	135	182
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	280		0	210		0	250		0	175		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.989			0.944			0.997			0.914	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	1708	0	1641	1631	0	1641	3272	0	1641	1579	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	1708	0	1641	1631	0	1641	3272	0	1641	1579	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			34			2			84	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		551			707			501			501	
Travel Time (s)		12.5			16.1			11.4			11.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	235	167	13	2	78	46	14	91	2	54	147	198
Shared Lane Traffic (%)												
Lane Group Flow (vph)	235	180	0	2	124	0	14	93	0	54	345	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	21.0	34.0		9.5	22.5		9.5	24.9		11.6	27.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	26.3%	42.5%		11.9%	28.1%		11.9%	31.1%		14.5%	33.8%	
Maximum Green (s)	16.5	29.5		5.0	18.0		5.0	20.4		7.1	22.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		None	Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	13.5	22.8		5.3	9.3		5.3	22.9		6.9	27.3	
Actuated g/C Ratio	0.21	0.36		0.08	0.15		0.08	0.36		0.11	0.43	
v/c Ratio	0.67	0.29		0.01	0.46		0.10	0.08		0.30	0.47	
Control Delay	35.5	15.9		33.0	27.0		34.5	18.8		35.4	15.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	35.5	15.9		33.0	27.0		34.5	18.8		35.4	15.1	
LOS	D	B		C	C		C	B		D	B	
Approach Delay		27.0			27.1			20.8			17.9	
Approach LOS		C			C			C			B	

Intersection Summary	
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 62.8	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 22.9	Intersection LOS: C
Intersection Capacity Utilization 44.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: Locust Ave & Casmalia Street

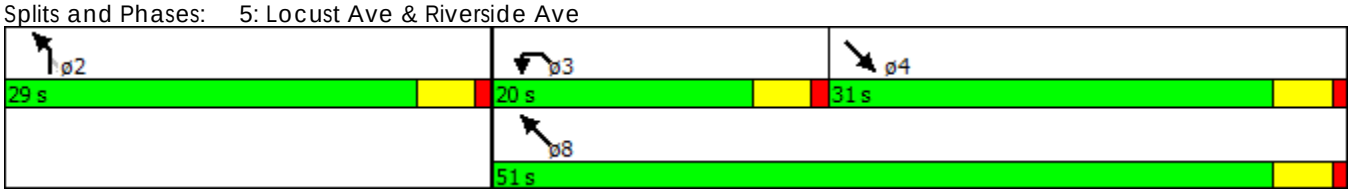


Lane Group	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	28	65	356	16	65	337
Future Volume (vph)	28	65	356	16	65	337
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	0		0	125	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.850	0.994			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1641	1468	3262	0	1641	3282
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1641	1468	3262	0	1641	3282
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		71	6			
Link Speed (mph)	30		30			30
Link Distance (ft)	466		892			1120
Travel Time (s)	10.6		20.3			25.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	30	71	387	17	71	366
Shared Lane Traffic (%)						
Lane Group Flow (vph)	30	71	404	0	71	366
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2		1	2
Detector Template	Left	Right	Thru		Left	Thru
Leading Detector (ft)	20	20	100		20	100
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA		Prot	NA
Protected Phases	2		4		3	8
Permitted Phases		2				
Detector Phase	2	2	4		3	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	22.5	22.5		9.5	22.5
Total Split (s)	29.0	29.0	31.0		20.0	51.0

Lane Group	NBL	NBR	SET	SER	NWL	NWT
Total Split (%)	36.3%	36.3%	38.8%		25.0%	63.8%
Maximum Green (s)	24.5	24.5	26.5		15.5	46.5
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	Max	Max	Max		None	None
Walk Time (s)	7.0	7.0	7.0			7.0
Flash Dont Walk (s)	11.0	11.0	11.0			11.0
Pedestrian Calls (#/hr)	0	0	0			0
Act Effct Green (s)	24.7	24.7	26.7		8.5	37.3
Actuated g/C Ratio	0.35	0.35	0.38		0.12	0.52
v/c Ratio	0.05	0.13	0.33		0.36	0.21
Control Delay	17.7	5.8	17.5		35.0	9.1
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	17.7	5.8	17.5		35.0	9.1
LOS	B	A	B		D	A
Approach Delay	9.3		17.5			13.3
Approach LOS	A		B			B

Intersection Summary	
Area Type: Other	
Cycle Length: 80	
Actuated Cycle Length: 71.1	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.36	
Intersection Signal Delay: 14.7	Intersection LOS: B
Intersection Capacity Utilization 29.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 5: Locust Ave & Riverside Ave

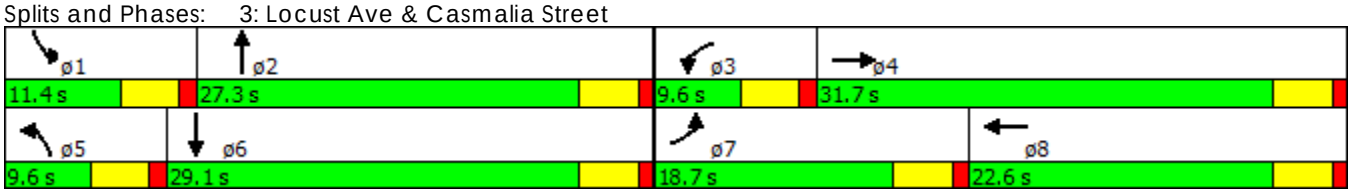


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	135	45	4	3	56	67	5	46	1	42	98	187
Future Volume (vph)	135	45	4	3	56	67	5	46	1	42	98	187
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	280		0	210		0	250		0	175		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.989			0.918			0.997			0.902	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	1708	0	1641	1586	0	1641	3272	0	1641	1558	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	1708	0	1641	1586	0	1641	3272	0	1641	1558	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			70			1			123	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		551			707			501			501	
Travel Time (s)		12.5			16.1			11.4			11.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	147	49	4	3	61	73	5	50	1	46	107	203
Shared Lane Traffic (%)												
Lane Group Flow (vph)	147	53	0	3	134	0	5	51	0	46	310	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	18.7	31.7		9.6	22.6		9.6	27.3		11.4	29.1	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	23.4%	39.6%		12.0%	28.3%		12.0%	34.1%		14.3%	36.4%	
Maximum Green (s)	14.2	27.2		5.1	18.1		5.1	22.8		6.9	24.6	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		None	Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	10.7	19.1		5.3	8.5		5.3	30.2		6.6	34.5	
Actuated g/C Ratio	0.17	0.31		0.09	0.14		0.09	0.49		0.11	0.56	
v/c Ratio	0.52	0.10		0.02	0.48		0.04	0.03		0.26	0.34	
Control Delay	33.1	15.8		32.3	21.5		32.4	16.4		34.1	9.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	33.1	15.8		32.3	21.5		32.4	16.4		34.1	9.9	
LOS	C	B		C	C		C	B		C	A	
Approach Delay		28.5			21.7			17.9			13.0	
Approach LOS		C			C			B			B	

Intersection Summary	
Area Type: Other	
Cycle Length: 80	
Actuated Cycle Length: 62.1	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.52	
Intersection Signal Delay: 19.1	Intersection LOS: B
Intersection Capacity Utilization 42.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: Locust Ave & Casmalia Street

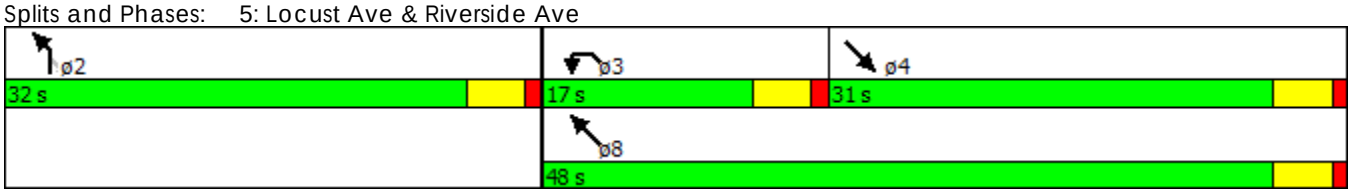


Lane Group	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	43	70	275	45	46	144
Future Volume (vph)	43	70	275	45	46	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	0		0	125	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.850	0.979			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1641	1468	3213	0	1641	3282
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1641	1468	3213	0	1641	3282
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		76	25			
Link Speed (mph)	30		30			30
Link Distance (ft)	466		892			1120
Travel Time (s)	10.6		20.3			25.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	47	76	299	49	50	157
Shared Lane Traffic (%)						
Lane Group Flow (vph)	47	76	348	0	50	157
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2		1	2
Detector Template	Left	Right	Thru		Left	Thru
Leading Detector (ft)	20	20	100		20	100
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA		Prot	NA
Protected Phases	2		4		3	8
Permitted Phases		2				
Detector Phase	2	2	4		3	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	22.5	22.5		9.5	22.5
Total Split (s)	32.0	32.0	31.0		17.0	48.0

Lane Group	NBL	NBR	SET	SER	NWL	NWT
Total Split (%)	40.0%	40.0%	38.8%		21.3%	60.0%
Maximum Green (s)	27.5	27.5	26.5		12.5	43.5
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	Max	Max	Max		None	None
Walk Time (s)	7.0	7.0	7.0			7.0
Flash Dont Walk (s)	11.0	11.0	11.0			11.0
Pedestrian Calls (#/hr)	0	0	0			0
Act Effct Green (s)	27.8	27.8	26.8		7.7	34.3
Actuated g/C Ratio	0.39	0.39	0.38		0.11	0.48
v/c Ratio	0.07	0.12	0.28		0.28	0.10
Control Delay	16.4	5.2	16.3		34.8	9.7
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	16.4	5.2	16.3		34.8	9.7
LOS	B	A	B		C	A
Approach Delay	9.5		16.3			15.8
Approach LOS	A		B			B

Intersection Summary	
Area Type: Other	
Cycle Length: 80	
Actuated Cycle Length: 71.1	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.28	
Intersection Signal Delay: 14.9	Intersection LOS: B
Intersection Capacity Utilization 28.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 5: Locust Ave & Riverside Ave



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	56	37	151	22	14	174
Future Volume (Veh/h)	56	37	151	22	14	174
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	61	40	164	24	15	189
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	395	176			188	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	395	176			188	
tC, single (s)	6.5	6.3			4.2	
tC, 2 stage (s)						
tF (s)	3.6	3.4			2.3	
p0 queue free %	90	95			99	
cM capacity (veh/h)	588	847			1339	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	101	188	204
Volume Left	61	0	15
Volume Right	40	24	0
cSH	669	1700	1339
Volume to Capacity	0.15	0.11	0.01
Queue Length 95th (ft)	13	0	1
Control Delay (s)	11.3	0.0	0.7
Lane LOS	B		A
Approach Delay (s)	11.3	0.0	0.7
Approach LOS	B		

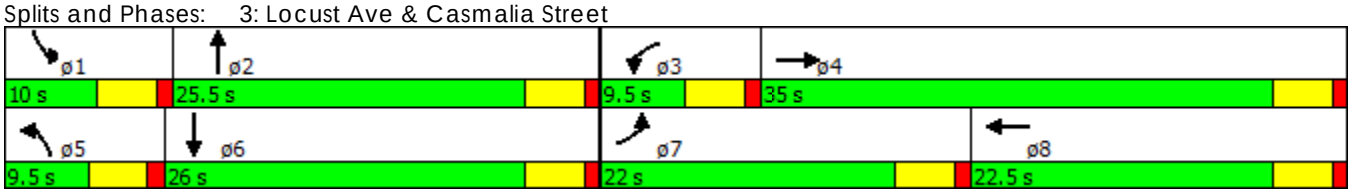
Intersection Summary			
Average Delay	2.6		
Intersection Capacity Utilization	32.7%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	235	154	12	2	72	61	13	102	2	57	141	189
Future Volume (vph)	235	154	12	2	72	61	13	102	2	57	141	189
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	280		0	210		0	250		0	175		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.989			0.931			0.997			0.914	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	1708	0	1641	1608	0	1641	3272	0	1641	1579	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	1708	0	1641	1608	0	1641	3272	0	1641	1579	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			49			2			82	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		551			707			501			501	
Travel Time (s)		12.5			16.1			11.4			11.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	255	167	13	2	78	66	14	111	2	62	153	205
Shared Lane Traffic (%)												
Lane Group Flow (vph)	255	180	0	2	144	0	14	113	0	62	358	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	22.0	35.0		9.5	22.5		9.5	25.5		10.0	26.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	27.5%	43.8%		11.9%	28.1%		11.9%	31.9%		12.5%	32.5%	
Maximum Green (s)	17.5	30.5		5.0	18.0		5.0	21.0		5.5	21.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		None	Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	14.8	24.5		5.3	9.7		5.3	22.6		5.8	26.2	
Actuated g/C Ratio	0.23	0.39		0.08	0.15		0.08	0.36		0.09	0.41	
v/c Ratio	0.67	0.27		0.01	0.50		0.10	0.10		0.41	0.51	
Control Delay	34.5	14.9		33.0	26.0		34.8	18.9		42.1	17.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	34.5	14.9		33.0	26.0		34.8	18.9		42.1	17.1	
LOS	C	B		C	C		C	B		D	B	
Approach Delay		26.4			26.1			20.6			20.8	
Approach LOS		C			C			C			C	

Intersection Summary	
Area Type: Other	
Cycle Length: 80	
Actuated Cycle Length: 63.4	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 23.6	Intersection LOS: C
Intersection Capacity Utilization 50.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: Locust Ave & Casmalia Street

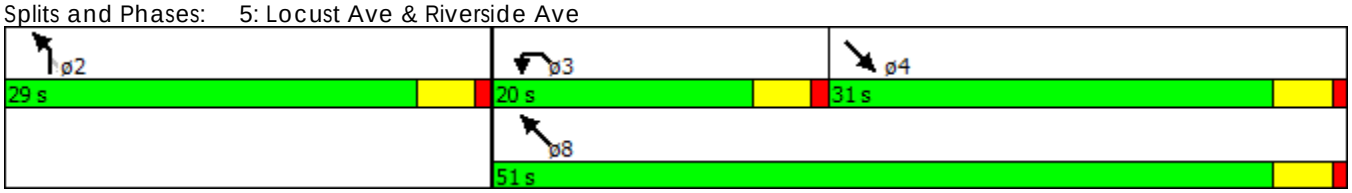


Lane Group	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	38	68	356	44	74	337
Future Volume (vph)	38	68	356	44	74	337
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	0		0	125	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.850	0.983			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1641	1468	3226	0	1641	3282
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1641	1468	3226	0	1641	3282
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		74	18			
Link Speed (mph)	30		30			30
Link Distance (ft)	466		892			1120
Travel Time (s)	10.6		20.3			25.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	41	74	387	48	80	366
Shared Lane Traffic (%)						
Lane Group Flow (vph)	41	74	435	0	80	366
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2		1	2
Detector Template	Left	Right	Thru		Left	Thru
Leading Detector (ft)	20	20	100		20	100
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA		Prot	NA
Protected Phases	2		4		3	8
Permitted Phases		2				
Detector Phase	2	2	4		3	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	22.5	22.5		9.5	22.5
Total Split (s)	29.0	29.0	31.0		20.0	51.0

Lane Group	NBL	NBR	SET	SER	NWL	NWT
Total Split (%)	36.3%	36.3%	38.8%		25.0%	63.8%
Maximum Green (s)	24.5	24.5	26.5		15.5	46.5
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	Max	Max	Max		None	None
Walk Time (s)	7.0	7.0	7.0			7.0
Flash Dont Walk (s)	11.0	11.0	11.0			11.0
Pedestrian Calls (#/hr)	0	0	0			0
Act Effct Green (s)	24.7	24.7	26.7		8.8	37.7
Actuated g/C Ratio	0.35	0.35	0.37		0.12	0.53
v/c Ratio	0.07	0.13	0.36		0.40	0.21
Control Delay	18.2	5.8	17.6		35.5	9.0
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	18.2	5.8	17.6		35.5	9.0
LOS	B	A	B		D	A
Approach Delay	10.2		17.6			13.8
Approach LOS	B		B			B

Intersection Summary	
Area Type: Other	
Cycle Length: 80	
Actuated Cycle Length: 71.4	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.40	
Intersection Signal Delay: 15.0	Intersection LOS: B
Intersection Capacity Utilization 30.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 5: Locust Ave & Riverside Ave



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	20	13	218	56	37	224
Future Volume (Veh/h)	20	13	218	56	37	224
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	22	14	237	61	40	243
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	590	268			298	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	590	268			298	
tC, single (s)	6.5	6.3			4.2	
tC, 2 stage (s)						
tF (s)	3.6	3.4			2.3	
p0 queue free %	95	98			97	
cM capacity (veh/h)	442	752			1219	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	36	298	283
Volume Left	22	0	40
Volume Right	14	61	0
cSH	526	1700	1219
Volume to Capacity	0.07	0.18	0.03
Queue Length 95th (ft)	5	0	3
Control Delay (s)	12.3	0.0	1.4
Lane LOS	B		A
Approach Delay (s)	12.3	0.0	1.4
Approach LOS	B		

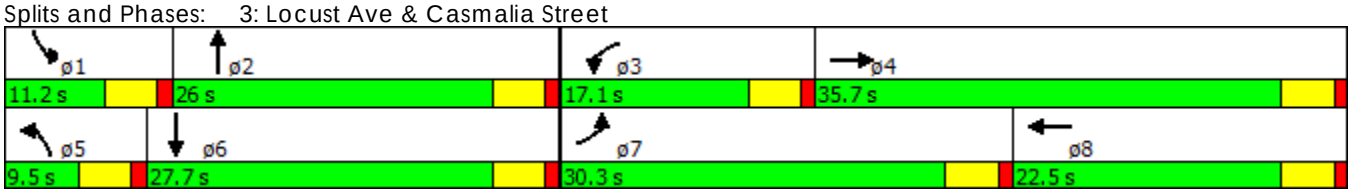
Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	42.0%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	410	45	4	95	56	121	5	127	25	39	162	230
Future Volume (vph)	410	45	4	95	56	121	5	127	25	39	162	230
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	280		0	210		0	250		0	175		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.989			0.897			0.975			0.912	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	1708	0	1641	1549	0	1641	3200	0	1641	1575	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	1708	0	1641	1549	0	1641	3200	0	1641	1575	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			108			24			77	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		551			707			501			501	
Travel Time (s)		12.5			16.1			11.4			11.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	446	49	4	103	61	132	5	138	27	42	176	250
Shared Lane Traffic (%)												
Lane Group Flow (vph)	446	53	0	103	193	0	5	165	0	42	426	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	30.3	35.7		17.1	22.5		9.5	26.0		11.2	27.7	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	33.7%	39.7%		19.0%	25.0%		10.6%	28.9%		12.4%	30.8%	
Maximum Green (s)	25.8	31.2		12.6	18.0		5.0	21.5		6.7	23.2	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		None	Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	24.7	30.7		9.5	10.3		5.1	22.7		6.4	27.2	
Actuated g/C Ratio	0.32	0.40		0.12	0.13		0.07	0.29		0.08	0.35	
v/c Ratio	0.85	0.08		0.51	0.65		0.05	0.17		0.31	0.71	
Control Delay	44.4	18.6		43.3	26.2		39.8	21.0		43.6	27.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	44.4	18.6		43.3	26.2		39.8	21.0		43.6	27.8	
LOS	D	B		D	C		D	C		D	C	
Approach Delay		41.7			32.2			21.5			29.3	
Approach LOS		D			C			C			C	

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 77.6	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 33.3	Intersection LOS: C
Intersection Capacity Utilization 74.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: Locust Ave & Casmalia Street

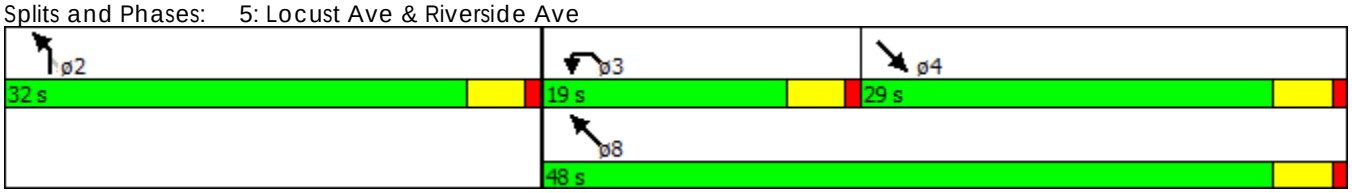


Lane Group	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	141	187	286	124	76	159
Future Volume (vph)	141	187	286	124	76	159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	0		0	125	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.850	0.955			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1641	1468	3134	0	1641	3282
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1641	1468	3134	0	1641	3282
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		203	88			
Link Speed (mph)	30		30			30
Link Distance (ft)	466		892			1120
Travel Time (s)	10.6		20.3			25.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	153	203	311	135	83	173
Shared Lane Traffic (%)						
Lane Group Flow (vph)	153	203	446	0	83	173
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2		1	2
Detector Template	Left	Right	Thru		Left	Thru
Leading Detector (ft)	20	20	100		20	100
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA		Prot	NA
Protected Phases	2		4		3	8
Permitted Phases		2				
Detector Phase	2	2	4		3	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	22.5	22.5		9.5	22.5
Total Split (s)	32.0	32.0	29.0		19.0	48.0

Lane Group	NBL	NBR	SET	SER	NWL	NWT
Total Split (%)	40.0%	40.0%	36.3%		23.8%	60.0%
Maximum Green (s)	27.5	27.5	24.5		14.5	43.5
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	Max	Max	Max		None	None
Walk Time (s)	7.0	7.0	7.0			7.0
Flash Dont Walk (s)	11.0	11.0	11.0			11.0
Pedestrian Calls (#/hr)	0	0	0			0
Act Effct Green (s)	27.7	27.7	24.7		9.0	35.8
Actuated g/C Ratio	0.38	0.38	0.34		0.12	0.49
v/c Ratio	0.24	0.30	0.40		0.41	0.11
Control Delay	18.3	4.2	16.7		36.3	9.6
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	18.3	4.2	16.7		36.3	9.6
LOS	B	A	B		D	A
Approach Delay	10.3		16.7			18.2
Approach LOS	B		B			B

Intersection Summary	
Area Type: Other	
Cycle Length: 80	
Actuated Cycle Length: 72.6	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.41	
Intersection Signal Delay: 14.9	Intersection LOS: B
Intersection Capacity Utilization 35.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 5: Locust Ave & Riverside Ave

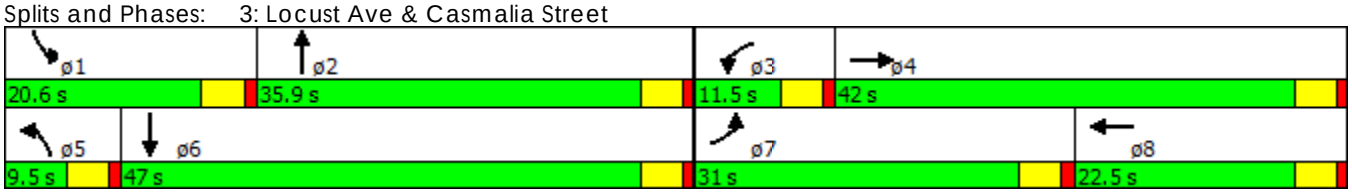


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	356	154	12	34	72	63	13	173	96	111	228	383
Future Volume (vph)	356	154	12	34	72	63	13	173	96	111	228	383
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	280		0	210		0	250		0	175		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.989			0.930			0.947			0.906	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	1708	0	1641	1606	0	1641	3108	0	1641	1565	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	1708	0	1641	1606	0	1641	3108	0	1641	1565	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			34			95			89	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		551			707			501			501	
Travel Time (s)		12.5			16.1			11.4			11.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	387	167	13	37	78	68	14	188	104	121	248	416
Shared Lane Traffic (%)												
Lane Group Flow (vph)	387	180	0	37	146	0	14	292	0	121	664	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	31.0	42.0		11.5	22.5		9.5	35.9		20.6	47.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	28.2%	38.2%		10.5%	20.5%		8.6%	32.6%		18.7%	42.7%	
Maximum Green (s)	26.5	37.5		7.0	18.0		5.0	31.4		16.1	42.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		None	Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	26.5	36.8		6.6	12.3		5.0	31.7		12.3	45.0	
Actuated g/C Ratio	0.26	0.36		0.07	0.12		0.05	0.31		0.12	0.45	
v/c Ratio	0.90	0.29		0.35	0.65		0.17	0.28		0.61	0.89	
Control Delay	62.5	25.8		56.9	46.3		54.2	19.2		56.2	39.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	62.5	25.8		56.9	46.3		54.2	19.2		56.2	39.8	
LOS	E	C		E	D		D	B		E	D	
Approach Delay		50.9			48.5			20.8			42.3	
Approach LOS		D			D			C			D	

Intersection Summary	
Area Type: Other	
Cycle Length: 110	
Actuated Cycle Length: 100.9	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 42.0	Intersection LOS: D
Intersection Capacity Utilization 82.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 3: Locust Ave & Casmalia Street



Lane Group	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	127	164	383	148	109	362
Future Volume (vph)	127	164	383	148	109	362
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	0		0	125	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.850	0.958			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1641	1468	3144	0	1641	3282
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1641	1468	3144	0	1641	3282
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		178	74			
Link Speed (mph)	30		30			30
Link Distance (ft)	466		892			1120
Travel Time (s)	10.6		20.3			25.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	138	178	416	161	118	393
Shared Lane Traffic (%)						
Lane Group Flow (vph)	138	178	577	0	118	393
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2		1	2
Detector Template	Left	Right	Thru		Left	Thru
Leading Detector (ft)	20	20	100		20	100
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA		Prot	NA
Protected Phases	2		4		3	8
Permitted Phases		2				
Detector Phase	2	2	4		3	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	22.5	22.5		9.5	22.5
Total Split (s)	29.0	29.0	30.0		21.0	51.0

Lane Group	NBL	NBR	SET	SER	NWL	NWT
Total Split (%)	36.3%	36.3%	37.5%		26.3%	63.8%
Maximum Green (s)	24.5	24.5	25.5		16.5	46.5
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	Max	Max	Max		None	None
Walk Time (s)	7.0	7.0	7.0			7.0
Flash Dont Walk (s)	11.0	11.0	11.0			11.0
Pedestrian Calls (#/hr)	0	0	0			0
Act Effct Green (s)	24.8	24.8	25.8		10.5	38.2
Actuated g/C Ratio	0.34	0.34	0.36		0.15	0.53
v/c Ratio	0.24	0.29	0.49		0.50	0.23
Control Delay	20.4	4.9	18.5		36.4	9.1
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	20.4	4.9	18.5		36.4	9.1
LOS	C	A	B		D	A
Approach Delay	11.7		18.5			15.4
Approach LOS	B		B			B

Intersection Summary	
Area Type: Other	
Cycle Length: 80	
Actuated Cycle Length: 72	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.50	
Intersection Signal Delay: 15.8	Intersection LOS: B
Intersection Capacity Utilization 39.6%	ICU Level of Service A
Analysis Period (min) 15	

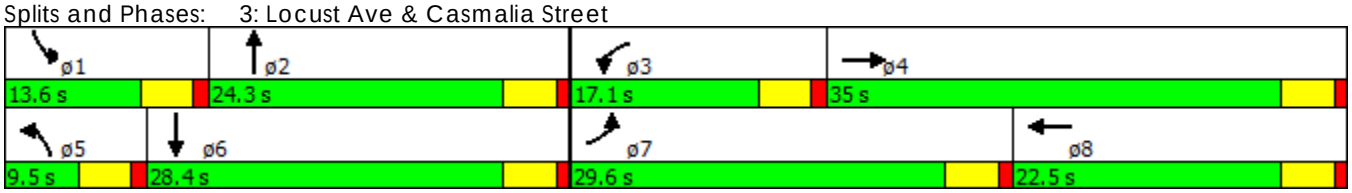
Splits and Phases: 5: Locust Ave & Riverside Ave

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	417	45	4	95	56	128	5	135	25	58	180	249
Future Volume (vph)	417	45	4	95	56	128	5	135	25	58	180	249
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	280		0	210		0	250		0	175		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.989			0.896			0.977			0.913	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	1708	0	1641	1548	0	1641	3206	0	1641	1577	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	1708	0	1641	1548	0	1641	3206	0	1641	1577	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			114			21			75	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		551			707			501			501	
Travel Time (s)		12.5			16.1			11.4			11.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	453	49	4	103	61	139	5	147	27	63	196	271
Shared Lane Traffic (%)												
Lane Group Flow (vph)	453	53	0	103	200	0	5	174	0	63	467	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	29.6	35.0		17.1	22.5		9.5	24.3		13.6	28.4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	32.9%	38.9%		19.0%	25.0%		10.6%	27.0%		15.1%	31.6%	
Maximum Green (s)	25.1	30.5		12.6	18.0		5.0	19.8		9.1	23.9	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		None	Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	25.3	24.9		15.8	10.5		5.0	21.0		7.8	29.2	
Actuated g/C Ratio	0.31	0.31		0.20	0.13		0.06	0.26		0.10	0.36	
v/c Ratio	0.88	0.10		0.32	0.66		0.05	0.20		0.40	0.75	
Control Delay	48.5	21.2		34.4	26.6		40.0	23.5		43.8	30.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	48.5	21.2		34.4	26.6		40.0	23.5		43.8	30.0	
LOS	D	C		C	C		D	C		D	C	
Approach Delay		45.6			29.3			23.9			31.6	
Approach LOS		D			C			C			C	

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 80.4	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 34.9	Intersection LOS: C
Intersection Capacity Utilization 77.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: Locust Ave & Casmalia Street

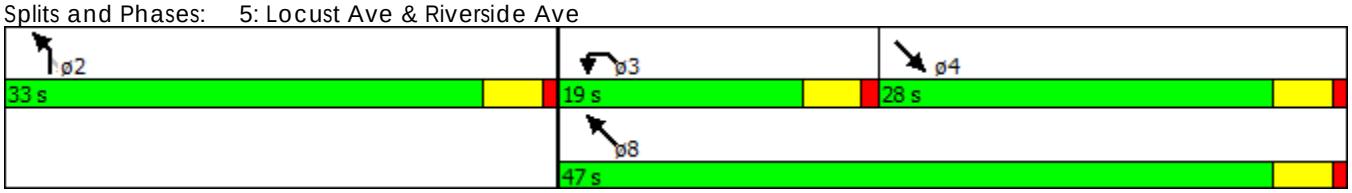


Lane Group	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	169	196	286	135	79	159
Future Volume (vph)	169	196	286	135	79	159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	0		0	125	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.850	0.952			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1641	1468	3124	0	1641	3282
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1641	1468	3124	0	1641	3282
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		213	100			
Link Speed (mph)	30		30			30
Link Distance (ft)	466		892			1120
Travel Time (s)	10.6		20.3			25.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	184	213	311	147	86	173
Shared Lane Traffic (%)						
Lane Group Flow (vph)	184	213	458	0	86	173
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2		1	2
Detector Template	Left	Right	Thru		Left	Thru
Leading Detector (ft)	20	20	100		20	100
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA		Prot	NA
Protected Phases	2		4		3	8
Permitted Phases		2				
Detector Phase	2	2	4		3	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	22.5	22.5		9.5	22.5
Total Split (s)	33.0	33.0	28.0		19.0	47.0

Lane Group	NBL	NBR	SET	SER	NWL	NWT
Total Split (%)	41.3%	41.3%	35.0%		23.8%	58.8%
Maximum Green (s)	28.5	28.5	23.5		14.5	42.5
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	Max	Max	Max		None	None
Walk Time (s)	7.0	7.0	7.0			7.0
Flash Dont Walk (s)	11.0	11.0	11.0			11.0
Pedestrian Calls (#/hr)	0	0	0			0
Act Effct Green (s)	28.7	28.7	23.7		9.2	35.0
Actuated g/C Ratio	0.39	0.39	0.33		0.13	0.48
v/c Ratio	0.28	0.30	0.42		0.42	0.11
Control Delay	18.1	4.0	17.2		36.4	10.1
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	18.1	4.0	17.2		36.4	10.1
LOS	B	A	B		D	B
Approach Delay	10.6		17.2			18.8
Approach LOS	B		B			B

Intersection Summary	
Area Type: Other	
Cycle Length: 80	
Actuated Cycle Length: 72.8	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.42	
Intersection Signal Delay: 15.2	Intersection LOS: B
Intersection Capacity Utilization 37.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 5: Locust Ave & Riverside Ave



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	56	37	403	22	14	297
Future Volume (Veh/h)	56	37	403	22	14	297
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	61	40	438	24	15	323
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	803	450			462	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	803	450			462	
tC, single (s)	6.5	6.3			4.2	
tC, 2 stage (s)						
tF (s)	3.6	3.4			2.3	
p0 queue free %	82	93			99	
cM capacity (veh/h)	337	593			1058	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	101	462	338
Volume Left	61	0	15
Volume Right	40	24	0
cSH	406	1700	1058
Volume to Capacity	0.25	0.27	0.01
Queue Length 95th (ft)	24	0	1
Control Delay (s)	16.8	0.0	0.5
Lane LOS	C		A
Approach Delay (s)	16.8	0.0	0.5
Approach LOS	C		

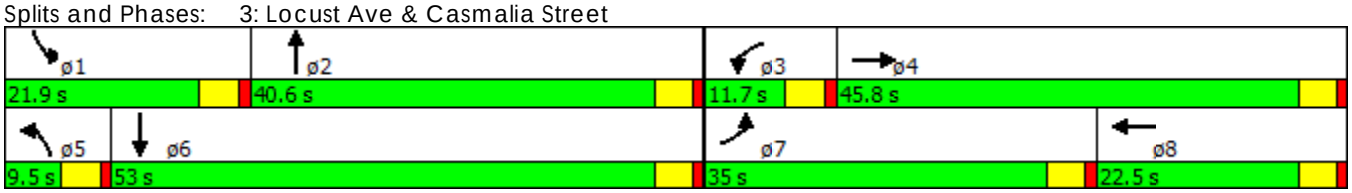
Intersection Summary			
Average Delay	2.1		
Intersection Capacity Utilization	39.1%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	375	154	12	34	72	82	13	191	96	118	234	390
Future Volume (vph)	375	154	12	34	72	82	13	191	96	118	234	390
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	280		0	210		0	250		0	175		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.989			0.920			0.950			0.906	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	1708	0	1641	1589	0	1641	3118	0	1641	1565	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	1708	0	1641	1589	0	1641	3118	0	1641	1565	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			40			74			84	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		551			707			501			501	
Travel Time (s)		12.5			16.1			11.4			11.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	408	167	13	37	78	89	14	208	104	128	254	424
Shared Lane Traffic (%)												
Lane Group Flow (vph)	408	180	0	37	167	0	14	312	0	128	678	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	35.0	45.8		11.7	22.5		9.5	40.6		21.9	53.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	29.2%	38.2%		9.8%	18.8%		7.9%	33.8%		18.3%	44.2%	
Maximum Green (s)	30.5	41.3		7.2	18.0		5.0	36.1		17.4	48.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		None	Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	30.3	41.9		6.8	13.7		5.0	36.4		13.5	50.9	
Actuated g/C Ratio	0.27	0.37		0.06	0.12		0.04	0.32		0.12	0.45	
v/c Ratio	0.92	0.28		0.37	0.73		0.19	0.29		0.65	0.90	
Control Delay	68.3	27.4		64.3	54.8		61.0	23.2		63.4	42.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	68.3	27.4		64.3	54.8		61.0	23.2		63.4	42.4	
LOS	E	C		E	D		E	C		E	D	
Approach Delay		55.8			56.5			24.9			45.8	
Approach LOS		E			E			C			D	

Intersection Summary	
Area Type: Other	
Cycle Length: 120	
Actuated Cycle Length: 112	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 46.4	Intersection LOS: D
Intersection Capacity Utilization 85.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 3: Locust Ave & Casmalia Street

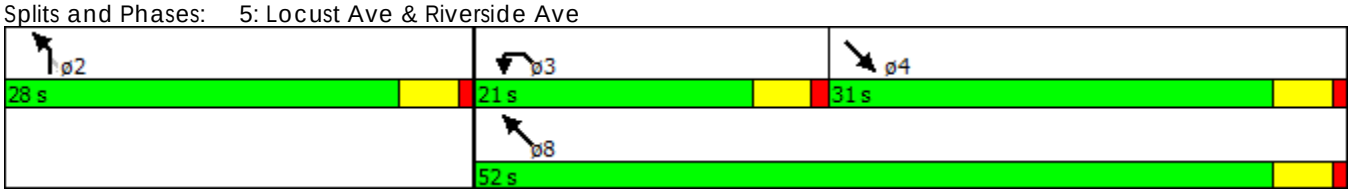


Lane Group	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	137	167	383	176	118	362
Future Volume (vph)	137	167	383	176	118	362
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	0		0	125	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.850	0.953			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1641	1468	3128	0	1641	3282
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1641	1468	3128	0	1641	3282
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		182	100			
Link Speed (mph)	30		30			30
Link Distance (ft)	466		892			1120
Travel Time (s)	10.6		20.3			25.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	149	182	416	191	128	393
Shared Lane Traffic (%)						
Lane Group Flow (vph)	149	182	607	0	128	393
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2		1	2
Detector Template	Left	Right	Thru		Left	Thru
Leading Detector (ft)	20	20	100		20	100
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA		Prot	NA
Protected Phases	2		4		3	8
Permitted Phases		2				
Detector Phase	2	2	4		3	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	22.5	22.5		9.5	22.5
Total Split (s)	28.0	28.0	31.0		21.0	52.0

Lane Group	NBL	NBR	SET	SER	NWL	NWT
Total Split (%)	35.0%	35.0%	38.8%		26.3%	65.0%
Maximum Green (s)	23.5	23.5	26.5		16.5	47.5
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	Max	Max	Max		None	None
Walk Time (s)	7.0	7.0	7.0			7.0
Flash Dont Walk (s)	11.0	11.0	11.0			11.0
Pedestrian Calls (#/hr)	0	0	0			0
Act Effct Green (s)	23.7	23.7	26.8		10.9	39.6
Actuated g/C Ratio	0.33	0.33	0.37		0.15	0.55
v/c Ratio	0.28	0.30	0.50		0.52	0.22
Control Delay	21.8	5.1	17.4		36.8	8.5
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	21.8	5.1	17.4		36.8	8.5
LOS	C	A	B		D	A
Approach Delay	12.6		17.4			15.4
Approach LOS	B		B			B

Intersection Summary	
Area Type: Other	
Cycle Length: 80	
Actuated Cycle Length: 72.4	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.52	
Intersection Signal Delay: 15.6	Intersection LOS: B
Intersection Capacity Utilization 41.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 5: Locust Ave & Riverside Ave



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	20	13	416	56	37	400
Future Volume (Veh/h)	20	13	416	56	37	400
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	22	14	452	61	40	435
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	998	482			513	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	998	482			513	
tC, single (s)	6.5	6.3			4.2	
tC, 2 stage (s)						
tF (s)	3.6	3.4			2.3	
p0 queue free %	91	98			96	
cM capacity (veh/h)	251	568			1013	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	36	513	475
Volume Left	22	0	40
Volume Right	14	61	0
cSH	321	1700	1013
Volume to Capacity	0.11	0.30	0.04
Queue Length 95th (ft)	9	0	3
Control Delay (s)	17.6	0.0	1.2
Lane LOS	C		A
Approach Delay (s)	17.6	0.0	1.2
Approach LOS	C		

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	61.7%	ICU Level of Service	B
Analysis Period (min)	15		

Intersection: 3: Locust Ave & Casmalia Street

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	TR
Maximum Queue (ft)	268	154	136	185	34	120	65	100	250
Average Queue (ft)	181	45	56	85	5	63	19	35	123
95th Queue (ft)	282	142	115	156	26	119	54	84	222
Link Distance (ft)		504		661		466	466		467
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	280		210		250			175	
Storage Blk Time (%)	1			0					3
Queuing Penalty (veh)	1			0					1

Intersection: 5: Locust Ave & Riverside Ave

Movement	NB	NB	SE	SE	NW	NW	NW
Directions Served	L	R	T	TR	L	T	T
Maximum Queue (ft)	125	95	154	131	117	115	66
Average Queue (ft)	51	46	95	66	60	46	23
95th Queue (ft)	106	80	153	116	112	106	60
Link Distance (ft)		408	866	866		1072	1072
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	200				125		
Storage Blk Time (%)					1	0	
Queuing Penalty (veh)					1	0	

Intersection: 13: Locust Ave & Project driveway

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Network Summary

Network wide Queuing Penalty: 3

Intersection: 3: Locust Ave & Casmalia Street

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	TR
Maximum Queue (ft)	299	377	89	158	56	130	94	195	430
Average Queue (ft)	206	111	35	79	15	66	44	99	264
95th Queue (ft)	309	294	77	151	48	127	81	192	467
Link Distance (ft)		504		661		466	466		467
Upstream Blk Time (%)		1							3
Queuing Penalty (veh)		0							0
Storage Bay Dist (ft)	280		210		250			175	
Storage Blk Time (%)	4	0		0				1	18
Queuing Penalty (veh)	6	0		0				4	20

Intersection: 5: Locust Ave & Riverside Ave

Movement	NB	NB	SE	SE	NW	NW	NW
Directions Served	L	R	T	TR	L	T	T
Maximum Queue (ft)	128	99	183	169	114	125	93
Average Queue (ft)	54	42	112	92	61	73	42
95th Queue (ft)	110	83	177	165	109	117	90
Link Distance (ft)		408	866	866		1072	1072
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	200				125		
Storage Blk Time (%)	0				1	0	
Queuing Penalty (veh)	0				1	1	

Intersection: 13: Locust Ave & Project driveway

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Network Summary

Network wide Queuing Penalty: 32

Intersection: 3: Locust Ave & Casmalia Street

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	TR
Maximum Queue (ft)	290	162	178	187	35	110	55	166	311
Average Queue (ft)	193	58	72	97	6	54	19	52	150
95th Queue (ft)	292	221	140	170	27	109	50	123	264
Link Distance (ft)		504		661		466	466		467
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	280		210		250			175	
Storage Blk Time (%)	3		0	0				0	5
Queuing Penalty (veh)	2		0	0				0	3

Intersection: 5: Locust Ave & Riverside Ave

Movement	NB	NB	SE	SE	NW	NW	NW
Directions Served	L	R	T	TR	L	T	T
Maximum Queue (ft)	107	106	173	138	124	90	74
Average Queue (ft)	59	51	103	65	59	36	22
95th Queue (ft)	103	92	163	124	103	81	62
Link Distance (ft)		408	866	866		1072	1072
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	200				125		
Storage Blk Time (%)					1	0	
Queuing Penalty (veh)					1	0	

Intersection: 13: Locust Ave & Project driveway

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	100	59
Average Queue (ft)	46	6
95th Queue (ft)	84	37
Link Distance (ft)	574	348
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 6

Intersection: 3: Locust Ave & Casmalia Street

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	TR
Maximum Queue (ft)	304	454	82	209	51	166	144	199	461
Average Queue (ft)	248	158	28	98	13	82	59	122	254
95th Queue (ft)	344	398	68	185	49	147	121	223	451
Link Distance (ft)		504		661		466	466		467
Upstream Blk Time (%)		1							1
Queuing Penalty (veh)		0							0
Storage Bay Dist (ft)	280		210		250			175	
Storage Blk Time (%)	9	0		1		0		1	15
Queuing Penalty (veh)	15	0		0		0		6	17

Intersection: 5: Locust Ave & Riverside Ave

Movement	NB	NB	SE	SE	NW	NW	NW
Directions Served	L	R	T	TR	L	T	T
Maximum Queue (ft)	121	80	187	205	130	159	93
Average Queue (ft)	59	42	118	96	76	70	38
95th Queue (ft)	110	76	184	181	133	131	83
Link Distance (ft)		408	866	866		1072	1072
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	200				125		
Storage Blk Time (%)					1	1	
Queuing Penalty (veh)					3	1	

Intersection: 13: Locust Ave & Project driveway

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	53	87
Average Queue (ft)	22	21
95th Queue (ft)	52	69
Link Distance (ft)	574	348
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 42

NOTICE OF EXEMPTION

To: ☐ Office of Planning and Research
1400 Tenth Street , Room 121
Sacramento, CA 95814

☒ Clerk of the Board
County of San Bernardino
385 North Arrowhead Avenue
San Bernardino, CA 92415

From: City of Rialto
Development Services Department
150 South Palm Avenue
Rialto, CA 92376

Project Title: Conditional Development Permit No. 803, Precise Plan of Design No. 2440 & Environmental Assessment Review No. 16-08

Project Location (Specific): Southeast corner of Locust Avenue and Lowell Street (APN: 0239-193-11)

Project Location (City): City of Rialto **Project Location (County):** San Bernardino

Project Description: Development of a truck and trailer storage yard, including a 14,574 square foot industrial building on 4.80 acres.

Name of Public Agency Approving Project: City of Rialto

Name of Person or Agency Carrying Our Project: Eduardo Soya
14767 Owen Street
Fontana, CA 92335

Exempt Status: (check one)

☐ Ministerial (Sec. 21080(b) (1); 15268);

☐ Declared Emergency (Sec. 21080(b) (3); 15269(a));

☐ Emergency Project (Sec. 21080(b) (4); 15269 (b)(c));

☒ Categorical Exemption. State type and section number: 15332 In-fill Development Projects

☐ Statutory Exemptions. State code number:

Reasons why project is exempt: This project is exempt under CEQA Section 15332 In-fill Development. This site is in compliance with General Plan and Zoning designations and meets the CEQA Section 15332 (a) requirements for exemption. The proposed development is on 4.80 acres of vacant land surrounded by predominately urban uses qualifying it for exemption under CEQA Section 15332 (b). The project site has no value habitat value as must be indicated per subsection (c). Approval of this project will not result in any significant increase relating to traffic, noise, air quality or water quality as stated in subsection (d). The site can be adequately served by all requires utilities and public services as required by subsection (e).

Lead Agency Contact Person: Daniel Casey Area Code/Telephone/Extension: (909) 820-2535

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? ☐ Yes ☐ No

Signature: _____ Title: Associate Planner Date: 10/26/2016

☐ Signed by Lead Agency Date received for filing at OPR:
☐ Signed by Applicant

RESOLUTION NO. 16-

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF RIALTO, CALIFORNIA APPROVING CONDITIONAL DEVELOPMENT PERMIT NO. 803 TO ALLOW THE DEVELOPMENT OF A TRUCK AND TRAILER STORAGE YARD ON 4.80 ACRES OF LAND (APN: 0239-193-11) LOCATED AT THE SOUTHEAST CORNER OF LOCUST AVENUE AND LOWELL STREET WITHIN THE PLANNED INDUSTRIAL DEVELOPMENT (I-PID) ZONE OF THE RIALTO AIRPORT SPECIFIC PLAN.

WHEREAS, the applicant, Eduardo Soya, proposes to develop a truck and trailer storage yard ("Project") on 4.80 acres of land (APN: 0239-193-11) located at the southeast corner of Locust Avenue and Lowell Street within the Planned Industrial Development (I-PID) zone of the Rialto Airport Specific Plan ("Site"); and

WHEREAS, the Project will include the construction of one (1) 14,574 square foot concrete-tilt up building, asphalt paving, landscaping and lighting in accordance with the site plan submitted to the Planning Division on October 17, 2016; and

WHEREAS, pursuant to Section 5 Table 8 (Permitted Uses) of the Rialto Airport Specific Plan, the development of a truck and trailer storage yard, such as the Project, within the I-PID zone requires a conditional development permit, and the applicant has agreed to apply for a conditional development permit ("CDP No. 803"); and

WHEREAS, on October 26, 2016, the Planning Commission of the City of Rialto conducted a duly noticed public hearing, as required by law, on CDP No. 803, took testimony, at which time it received input from staff, the city attorney, and the applicant; heard public testimony; discussed the proposed CDP No. 803; and closed the public hearing; and

WHEREAS, all legal prerequisites to the adoption of this Resolution have occurred.

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Rialto as follows:

SECTION 1. The Planning Commission hereby specifically finds that all of the facts set forth in the recitals above of this Resolution are true and correct and incorporated herein.

SECTION 2. Based on substantial evidence presented to the Planning Commission during the public hearing conducted with regard to CDP No. 803, including written staff reports, verbal testimony, site plans, other documents, and the conditions of approval stated herein, the Planning Commission hereby determines that CDP No. 803 satisfies the requirements of Section 18.66.020 of the Rialto Municipal Code pertaining to the findings which must be made precedent to granting a conditional development permit. The findings are as follows:

1. The proposed use is deemed essential or desirable to provide a service or facility which will contribute to the convenience or general well-being of the neighborhood or community; and

This finding is supported by the following facts:

The Project will bring a viable tenant and a use that is consistent with the I-PID zone and the Light Industrial general plan designation. Additionally, the Project will provide employment opportunities within the City.

2. The proposed use will not be detrimental or injurious to health, safety, or general welfare of persons residing or working in the vicinity; and

This finding is supported by the following facts:

The development of a truck and trailer storage yard on the Site is consistent with the I-PID zone of the Rialto Airport Specific Plan, which permits light industrial and storage uses subject to a Conditional Development Permit. To the north of the Site is a 30,000 square foot industrial building, formerly occupied by CSF Radiators, and to the east of the project Site are several single-family residential tracts. To the south is a 32,970 square foot industrial building occupied by Burlingame Industries, and to the west, across Locust Avenue, is approximately 26.13 acres of vacant land. The zoning of the project Site and the properties to the north and south is Planned Industrial Development (I-PID) within the Rialto Airport Specific Plan. The zoning of the properties to the east is Single-Family Residential (R-1A) and the zoning of the properties to the west is General Manufacturing (I-GM) within the Rialto Airport Specific Plan. The Project is consistent with the I-PID zone and the surrounding land uses. The most sensitive uses near the Site are the existing single-family residences to the east. The Project is not expected to negatively impact these uses since they will be separated from the project site by a ten (10) foot high solid block wall and an additional fifteen (15) foot deep landscape buffer with Italian Cypress trees planted approximately every eight (8) linear feet. The combination of the Cypress trees, the 10-foot screen wall, and all other planting will prevent noise and light pollution from spilling over on to the single-family residences to the east of the project site.

3. The site for the proposed use is adequate in size, shape, topography, accessibility and other physical characteristics to accommodate the proposed use in a manner compatible with existing land uses; and

This finding is supported by the following facts:

The Site contains 4.80 acres, is rectangular-shaped and adjacent to one (1) public street, all of which will be able to accommodate the proposed use. The Site will have access via two (2) driveways connected directly to Locust Avenue. In addition, the Project includes the installation of thirty-seven (37) parking spaces, which exceeds the thirty-five (35) parking spaces required by Chapter 18.58 (Off-Street Parking Regulations) of the Rialto Municipal Code.

4. The site has adequate access to those utilities and other services required for the proposed use; and

This finding is supported by the following facts:

The Site will have adequate access to all utilities and services required through main water, electric, sewer, and other utility lines that will be hooked up to the Site.

5. The proposed use will be arranged, designed, constructed, and maintained so as it will not be injurious to property or improvements in the vicinity or otherwise be inharmonious with the General Plan and its objectives, the Central Area Specific Plan, or any zoning ordinances; and

This finding is supported by the following facts:

As previously stated, the use is consistent with the I-PID zone of the Rialto Airport Specific Plan. A ten (10) foot high solid block wall will be constructed along the north, east, and south sides of the Site, while a twelve (12) foot high solid block wall will be constructed along the west side of the property. These walls will provide adequate screening of the Project from the public right-of-way and the adjacent uses. Additionally, a fully landscaped thirty-one (31) foot setback will be planted along the frontage of the Site. This landscape setback will help soften views of the development from the public right-of-way. Furthermore, a fifteen (15) foot landscape buffer with Italian Cypress trees planted approximately every eight (8) linear feet will be installed along the entire east property line of the Site. This landscape buffer will serve to screen views of the Site and will prevent the Project from becoming a nuisance to the single-family residences located to the east of the Site.

Additionally, the proposed use is consistent with Goal 3-1 of the Economic Development Element of the Rialto General Plan by strengthening the business climate and by providing additional employment opportunities in the area.

6. Any potential adverse effects upon the surrounding properties will be minimized to every extent practical and any remaining adverse effects shall be outweighed by the benefits conferred upon the community or neighborhood as a whole.

This finding is supported by the following facts:

The Project's effects will be minimized through the implementation of the Conditions of Approval contained herein. The establishment of a truck and trailer storage yard will provide additional employment opportunities for residents and visitors to the City. The Project will also serve to bring development to the Site, which has remained historically vacant. Therefore, any potential adverse effects are outweighed by the benefits conferred upon the community and neighborhood as a whole.

SECTION 3. Eduardo Soya, is hereby granted CDP No. 803 to allow the development of a truck and trailer storage yard on 4.80 acres of land (APN: 0239-193-11) located at the southeast corner of Locust Avenue and Lowell Street within the Planned Industrial Development (I-PID) zone of the Rialto Airport Specific Plan.

SECTION 4. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA), pursuant to Section 15332, In-Fill Development Projects. The Planning Commission directs the Planning Division to file the necessary documentation with the Clerk of the Board of Supervisors for San Bernardino County.

SECTION 5. CDP No. 803 is granted to Eduardo Soya, in accordance with the plans and application on file with the Planning Division, subject to the following conditions:

1. The approval is granted to allow the development of a truck and trailer storage yard, including the construction of a 14,574 square foot industrial building, on 4.80 acres of land (APN: 0239-193-11) located at the southeast corner of Locust Avenue and Lowell Street, as shown on the plans submitted to the Planning Division on October 17, 2016, and as approved by the Planning Commission. If the Conditions of Approval specified herein are not satisfied or otherwise completed, the Project shall be subject to revocation.

2. Prior to the issuance of building or grading permits for the proposed development, a Precise Plan of Design shall be approved by the City's Development Review Committee (DRC).

3. City inspectors shall have access to the site to reasonably inspect the site during normal working hours to assure compliance with these conditions and other codes.

4. The applicant shall defend, indemnify and hold harmless the City of Rialto, its agents, officers, or employees from any claims, damages, action, or proceeding against the City or its agents, officers, or employees to attack, set aside, void, or annul any approval of the City, its advisory agencies, appeal boards, or legislative body concerning CDP No. 803. The City will promptly notify the applicant of any such claim, action, or proceeding against the City and will cooperate fully in the defense.

5. In accordance with the provisions of Government Code Section 66020(d)(1), the imposition of fees, dedications, reservations, or exactions for this Project, if any, are subject to protest by the applicant at the time of approval or conditional approval of the Project or within 90 days after the date of the imposition of the fees, dedications, reservations, or exactions imposed on the Project.

6. Trucks shall not run idle for more than five (5) minutes. A truck idling for five (5) minutes shall immediately leave the Site or the engine shall be shut off.

7. All trucks shall be equipped with properly operating and maintained mufflers, consistent with manufacturer's standards, at all times.

8. All truck maintenance and repair activities shall be conducted within the enclosed building at all times. The hours of operation for truck maintenance and repair activities shall only take place between the hours of 7:00 a.m. and 4:00 p.m. every Monday through Friday and 7:00 a.m. to 11:00 a.m. every Saturday. Maintenance and repair activities shall not be conducted on any Sunday.

9. All truck driving operations shall be only be conducted between the hours of 2:00 a.m. and 3:00 p.m. every Monday through Friday and 2:00 a.m. to 10:00 a.m. every Saturday. Truck driving operations shall not be conducted on any Sunday.

10. The applicant shall provide pest control services, as necessary, to property owners adjacent to the project site during grading activities.

11. All downspouts on all elevations of the building shall be routed through the building. The internal downspouts shall be identified within the formal building plan check submittal prior to the issuance of building permits.

12. All new walls, including any retaining walls, shall be comprised of decorative masonry block. Decorative masonry block means tan slumpstone, tan split-face, or precision block with a stucco, plaster, or cultured stone finish. Pilasters shall be incorporated within all new walls. The pilasters shall be spaced a maximum of fifty (50) feet on-center and shall be placed at all corners and ends of the wall. All pilasters shall protrude a minimum six (6) inches above and to the side of the wall. All decorative masonry walls and pilasters, including retaining walls, shall include a decorative masonry cap. All walls and pilasters shall be identified on the site plan, and an elevation detail for the

walls shall be included in the formal building plan check submittal prior to the issuance of building permits.

13. Decorative pavement shall be provided across the entire width and at least twenty-five (25) feet in depth from the property line in all driveways. Decorative pavement means color stamped concrete or pavers. Identify the type of decorative pavement on the formal Landscape Plan submittal prior to the issuance of building permits.

14. All light standards, including the base, shall be a maximum twenty-five (25) feet high, as measured from the finished surface. Lighting shall be shielded and/or directed toward the site so as not to produce direct glare or "stray light" onto adjacent properties. All light standards shall be identified on the site plan and a note indicating the height restriction shall be included within the formal building plan check submittal prior to the issuance of building permits.

15. No light standards shall be installed within 100 feet of the east property line. All light standard locations shall be identified on the site plan within the formal building plan check prior to the issuance of building permits.

16. The exterior of the trash enclosure shall match the color and materials of the buildings on-site. Additionally, the trash enclosure shall contain solid steel doors and a trellis or solid cover. Corrugated metal and chain-link are not acceptable materials to use within the trash enclosure. An elevation detail for the trash enclosures shall be provided within formal building plan check submittal prior to the issuance of building permits.

17. All land not covered by structures, walkways, parking areas, and driveways, unless otherwise specified herein, shall be planted with a substantial amount of trees, shrubs, and groundcover. Trees shall be spaced a minimum of thirty (30) feet on-center and shrubs and groundcover shall be spaced an average of three (3) feet on-center or less. All planter areas shall receive a minimum two (2) inch thick layer of brown bark, organic mulch, and/or decorative rock upon initial planting. Pea gravel and decomposed granite are not acceptable materials to use within planter areas. All planter areas on-site shall be permanently irrigated and maintained. The planting and irrigation shall be identified on the formal Landscape Plan submittal prior to the issuance of building permits.

18. A minimum of one (1) twenty-four (24) inch box tree shall be installed every twenty (20) linear feet within the fifteen (15) foot wide planter along the entire east property line of the Site. All on-site tree species shall consist of evergreen broadleaf trees. Otherwise, twenty-four (24) inch box Italian Cypress trees may be installed within the planter every eight (8) linear feet. The trees shall be identified on the formal Landscape Plan submittal prior to the issuance of building permits.

19. A minimum of one (1) twenty-four (24) inch box tree shall be installed every thirty (30) linear feet within the five (5) foot wide planters along the north and south sides of the

Site. All on-site tree species shall consist of evergreen broadleaf trees. The trees shall be identified on the formal Landscape Plan submittal prior to the issuance of building permits.

20. A minimum of one (1) twenty-four (24) inch box tree shall be installed every thirty (30) linear feet within the thirty-one (31) foot wide planter along the entire frontage. All on-site tree species shall consist of evergreen broadleaf trees. The trees shall be identified on the formal Landscape Plan submittal prior to the issuance of building permits.

21. A minimum of one (1) twenty-four (24) inch box tree shall be installed every thirty (30) linear feet within the public right-of-way parkway along Locust Avenue. The street tree species along Locust Avenue shall be the Robinia Idahoensis "Idaho Locust". The trees shall be identified on the formal Landscape Plan submittal prior to the issuance of building permits.

22. All ground mounted equipment and utility boxes, including transformers, fire-department connections, backflow devices, etc. shall be surrounded by a minimum of two (2) rows of five (5) gallon shrubs spaced a maximum of twenty-four (24) inches on-center, prior to the issuance of a Certificate of Occupancy.

23. Any wrought-iron fencing and/or sliding gates shall be painted black prior to the issuance of a Certificate of Occupancy.

24. Any non-glass doors shall be painted to match the color of the adjacent wall prior to the issuance of a Certificate of Occupancy.

25. All applicable Development Impact Fees shall be paid to the Development Services Department prior to the issuance of any building permits.

26. All signage shall comply with Section 18.102 (Regulation of Signs) of the Rialto Municipal Code.

27. The applicant shall obtain all necessary approvals and operating permits from all Federal, State and local agencies prior to the issuance of a Certificate of Occupancy.

28. The privileges granted by the Planning Commission pursuant to approval of CDP No. 803 are valid for one (1) year from the effective date of approval. If the applicant fails to commence the project within one year of said effective date, this conditional development permit shall be null and void and any privileges granted hereunder shall terminate automatically. If the applicant or his or her successor in interest commences the project within one year of the effective date of approval, the privileges granted hereunder will continue inured to the property as long as the property is used for the purpose for which the conditional development permit was granted, and such use remains compatible with adjacent property uses.

29. If the applicant fails to comply with any of the Conditions of Approval placed upon CDP No. 803, the Planning Commission may initiate proceedings to revoke CDP No. 803 in accordance with the provisions of sections 18.66.070 through 18.66.090, inclusive, of the Rialto Municipal Code. CDP No. 803 shall be revoked, suspended or modified in accordance with Section 18.66.070 of the Zoning Ordinance at the discretion of the Planning Commission if:

a) The use for which such approval was granted has ceased to exist, been subsequently modified or have been suspended for six (6) months or more;

b) Any of the express conditions or terms of such permit are violated;

c) The use for which such approval was granted becomes or is found to be objectionable or incompatible with the character of the City and its environs due to noise, loitering, criminal activity or other undesirable characteristics including, but not strictly limited to uses which are or have become offensive to neighboring property or the goals and objectives of the Planned Industrial Development (I-PID) zone, the Rialto Airport Specific Plan, and the City's General Plan.

SECTION 6. The Chairman of the Planning Commission shall sign the passage and adoption of this resolution and thereupon the same shall take effect and be in force.

PASSED, APPROVED AND ADOPTED this 26th day of October, 2016.

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JERRY GUTIERREZ, CHAIR
CITY OF RIALTO PLANNING COMMISSION

File #: 16-737, **Version:** 1

For the Planning Commission Meeting of October 26, 2016

TO: Honorable Chairman and Planning Commissioners

APPROVAL: Robb Steel, Asst.CA/Development Services Director

REVIEWED BY: Gina M. Gibson-Williams, Planning Manager

FROM: Daniel Casey, Associate Planner

Tentative Parcel Map No. 19407: A request to allow the consolidation of seven (7) parcels of land (APNs: 0240-201-26, -28, -29, -36, -48, -49, & -61) into two (2) parcels of land. Parcel 1 will comprise 16.93 net acres of land to facilitate the development of a 384,893 square foot warehouse building. Parcel 2 will comprise 6.30 net acres of land containing an existing stormwater detention basin. The project site is located on the east side of Tamarind Avenue approximately 250 feet south of Walnut Avenue within the Planned Industrial Development (I-PID) zone of the Rialto Airport Specific Plan. A Mitigated Negative Declaration (**Environmental Assessment Review No. 16-05**) has been prepared for consideration in conjunction with the project.

Conditional Development Permit No. 801: A request to allow the development of a 384,893 square foot warehouse building on 16.93 net acres of land located on the east side of Tamarind Avenue approximately 250 feet south of Walnut Avenue located within the Planned Industrial Development (I-PID) zone of the Rialto Airport Specific Plan. A Mitigated Negative Declaration (**Environmental Assessment Review No. 16-05**) has been prepared for consideration in conjunction with the project.

Variance No. 713: A request to allow a variance from Section 5 Table 9 (Development Standards) of the Rialto Airport Specific Plan to increase the maximum allowable building height from 35 feet to 51 feet. A Mitigated Negative Declaration (**Environmental Assessment Review No. 16-05**) has been prepared for consideration in conjunction with the project.

APPLICANT:

Prologis, Inc., 17777 Center Court Drive North, Suite 100, Cerritos, CA 90703.

LOCATION:

The project site consists of seven (7) parcels of land located on the east side of Tamarind Avenue approximately 250 feet south of Walnut Avenue (APNs: 0240-201-26, -28, -29, -36, -48, -49, & -61) (Refer to the attached Location Map (**Exhibit A**)).

BACKGROUND:

Surrounding Land Use and Zoning

Location	***Existing Land Use***	***Zoning***
Site	Vacant Land / Detention Basin / Single-Family Residence	Planned Industrial Development (I-PID)
North	Industrial Warehouses	Planned Industrial Development (I-PID)
East	Vacant Land / Single-Family Residences	Employment (EMP)
South	Vacant Land / Various Developments	Employment (EMP)
West	Industrial Warehouses	Planned Industrial Development (I-PID)

General Plan Designations

Location	***General Plan Designation***
Site	Business Park with a Specific Plan Overlay (Rialto Airport SP)
North	Business Park with a Specific Plan Overlay (Rialto Airport SP)
East	Specific Plan with a Specific Plan Overlay (Renaissance SP)
South	Specific Plan with a Specific Plan Overlay (Renaissance SP)
West	Business Park with a Specific Plan Overlay (Rialto Airport SP)

Site Characteristics
The project site is a relatively flat, rectangular-shaped piece of land comprised of seven (7) parcels. The parcels are 24.92 gross acres in size with approximate dimensions of 650 feet (east-west) by 1,670 feet (north-south). The property is primarily undeveloped and covered by natural grasses, with the exception of one (1) non-conforming single-family residence and one (1) aboveground stormwater detention basin located on the south end of the site. The project site is bound on the west by Tamarind Avenue. To the north of the project site are three (3) small warehouse buildings totaling approximately 57,400 square feet in size, and to the east is approximately 13.72 acres of vacant land and several non-conforming single-family residences. To the south is approximately 4.66 acres of vacant land, a Fontana Water Reservoir facility, a used car dealership, and one (1) non-conforming single-family residences. To the west, across Tamarind Avenue, are two (2) large warehouse buildings totaling approximately 1,220,625 square feet in size. The zoning of the project site and the properties to the north and west is Planned Industrial Development (I-PID) within the Rialto Airport Specific Plan. The properties to the east and south of the project site are zoned Employment (EMP) within the Renaissance Specific Plan.

ANALYSIS/DISCUSSION:

Project Proposal
Prologis, Inc. proposes to consolidate seven (7) parcels of land into two (2) parcels of land and then construct a 384,893 square foot warehouse building (**Exhibits B & C**). Parcel 1 will comprise 16.93 net acres of land to facilitate the development of the warehouse building. Parcel 2 will comprise 6.30

net acres of land and will contain an existing stormwater detention basin that will serve the warehouse on Parcel 1 and already serves other warehouse developments in the surrounding area. There is no proposed tenant for the new building at this time, but the building is designed to accommodate a wide-range of manufacturing and/or warehouse uses. The building will consist of 20,000 square feet of office space and 364,893 square feet of warehouse space. Fifty-six (56) dock doors and a trailer yard will be located on the west side of the building. A fourteen (14) foot concrete screen wall will serve to screen views of the trailer yard from both Tamarind Avenue.

Architectural Design
The exterior of the building will be of concrete tilt-up wall construction painted with a palette of four (4) different colors (**Exhibit D**). The main wall panels will have a three-tone color scheme consisting of taupe along the base, white in the middle, and a light tan band through the white painted area and along the roofline. Each wall plane of the building visible from the public right-of-way is articulated through the incorporation of three (3) foot deep projected wall panels approximately every 100 linear feet. Generous amounts of glazing are provided at the corners of the building, and Prologis's signature green accents are vertically arranged on the projected wall panels on the north and south sides of the building. Other key features of the building include significant building height variations along all four (4) sides of the building and panel reveal lines.

Variance No. 713 / Building Height
The maximum building height of the project, as measured from the average finished ground level per Section 18.04.170 of the Rialto Municipal Code, is 51 feet, while the I-PID zone requires a maximum building height of 35 feet. The proposed building height is 16 feet more than that allowed in the I-PID zone. Modern day warehouse buildings utilizing current logistic technologies often need a minimum interior clearance of 35 feet. Additional building height is then necessary to facilitate proper drainage and to provide adequate screening of rooftop equipment. For these reasons, several warehouse buildings in the surrounding area have building heights often well above 35 feet. For instance, the existing warehouses to the west of the project site were each developed at a height of 48 feet via Variance No. 664 and Variance No. 698. Furthermore, the vacant properties to the south and east of the project site are zoned Employment within the Renaissance Specific Plan, which permits a maximum building height of 75 feet. A building height of 51 feet will not be out of character with the heights of existing and future buildings in the area.

The purpose of a Variance is to provide flexibility to prevent practical difficulties or unnecessary hardships that occur through the strict enforcement of development standards. However, the following findings from Section 18.64.020 of the RMC must be made prior to Planning Commission approval of the Variance:

1. That there are exceptional circumstances or conditions applicable to the property involved, or to the intended use of the property, that do not apply generally to the property or class of use in the same vicinity or district.

The project site is currently restricted to a maximum building height of 35 feet per the development standards of the I-PID zone. The properties adjacent to the east, south, and west, which are also zoned for industrial uses, are not subject to this height limitation. Specifically, the properties to west received variances in 2003 and 2013 allowing the development of two separate 48-foot tall warehouse buildings. Meanwhile, the properties to the east and south are located within the Employment zone of the Renaissance Specific Plan, which allows developments built up to 75 feet

high. As such, the subject property is subject to conditions that do not apply to property in the same vicinity and zoning district.

2. That such variance is necessary for the preservation and enjoyment of a substantial property right of the applicant as possessed by other property owners in the same vicinity and district.

The proposed development offers the highest and best use of the property under the current zoning. However, in order to develop a viable warehouse building that allows for the installation of the latest technologies and equipment used by logistics companies, a building height in excess of 35 feet is required. The variance will further assist the developer in securing a tenant, which otherwise might not be possible. As previously mentioned, the buildings to west received variances allowing a building height of 48 feet, and the properties to the east and south may build up to 75 feet without a variance. Without a variance, a competitive distribution warehouse cannot be constructed on the subject site, giving an unfair advantage to the properties not restricted by a 35-foot building height limitation.

3. That the granting of such variance will not be materially detrimental to the public welfare or injurious to the property or improvements in such vicinity and district in which the property is located.

The 16-foot difference in building height is negligible considering the properties adjacent to the east and south can be developed with buildings up to 75 feet high without a variance. The existing warehouse buildings to west already stand at 48 feet. The warehouse building is well designed and will not be unsightly or otherwise injurious to the property or improvements in the vicinity or detrimental to public welfare.

4. That the granting of such variance will not adversely affect the master plan.

Granting the variance will facilitate the development of a high-quality warehouse building in keeping with General Plan Land Use Element Goal 2-22, which requires the City to "Promote commercial and/or industrial development planned that is well designed, people-oriented, environmentally sustainable, sensitive to the needs of the visitor or resident, and functionally efficient for its purpose". Additionally, a precedent has already been set to allow I-PID projects beyond the 35 foot maximum building height, as established by Variance No. 664 and Variance No. 698 for Prologis, Inc., as many manufacturing and industrial projects require building heights with an interior clearance of at least 35 feet and an exterior height well above that to shield rooftop equipment.

Planning staff concludes that all of the required findings can be met for the Variance request, as documented above.

Access
The project will have two (2) points of access - both via Tamarind Avenue. Both driveways will provide access to the trailer yard and the employee/visitor parking lot. Access to the driveways will be provided via new half-width street improvements along Tamarind Avenue.

Parking
The development will have 268 auto-parking spaces and 81 trailer parking spaces. These quantities meet the minimum parking requirement as shown in the parking calculation chart below and as

required under Table 3-6 of the Renaissance Specific Plan (RSP):

Auto-Parking Calculation:

Type of Use	***Floor Area (square feet)***	***Parking Ratio***	***Number of spaces required***
Warehouse			
Floor area up to 10,000 square feet	10,000	1 / 1,000	10
Floor area 10,001 square feet or more	354,893	1 / 2,000	178
Office	20,000	1 / 250	80
Total Required/Total Provided			**268/268**

Trailer-Parking Calculation:

Type of Use	***Floor Area (square feet)***	***Parking Ratio***	***Number of spaces required***
Truck Yard			
Trailer Spaces	N/A	1 / Dock Door	56
Total Required/Total Provided			**56/81**

Landscaping
The landscape coverage for the project is 22.9 percent, which exceeds the minimum required amount of 10.0 percent. This includes a thirty (30) foot landscape setback along the entire project frontage on Tamarind Avenue. The landscape setbacks will feature undulating berms, twenty-four (24) inch box trees every thirty (30) feet, and an abundant amount of shrubs and ground cover, all in compliance with the City's Design Guidelines (**Exhibit E**).

Land Entitlements
The proposed development is located within the Planned Industrial Development (I-PID) zone of the Rialto Airport Specific Plan. Pursuant to Section 5 Table 8 (Permitted Uses) of the Rialto Airport Specific Plan, the development of a warehouse or distribution use, such as the proposed development, within the I-PID zone requires a conditional development permit, and the applicant has agreed to apply for a conditional development permit ("CDP No. 801").

Development Review Committee
The Development Review Committee (DRC) reviewed CDP No. 801 on February 10, 2016. The DRC recommended approval of the project subject to the applicant revising the site design and

architecture of the building. The Committee's revisions included enhanced building articulation and adequate truck dock screening. The Committee's revisions have been incorporated into the project plans. After Planning Commission review, the project will return to the Development Review Committee for finalization of all Precise Plan of Design development-related conditions.

Transportation Commission
Kunzman Associates, Inc. prepared a traffic study for the project, dated May 16, 2016, to assess potential impacts to local streets and intersections. The Transportation Commission reviewed and approved the traffic study on July 6, 2016. A total of 2,297 daily Passenger Car Equivalent (PCE) trips are anticipated, with 197 AM peak hour trips and 206 PM peak hour trips. The traffic study determined that the project is responsible for "fair-share" payment of $100,468 towards intersection and roadway improvements along Alder Avenue and Baseline Road.

Half-width street improvements, previously noted, and payment of development impact fees related to traffic are also required. All street improvements and "fair-share" payments, as established by the traffic study, must be paid and/or completed prior to occupancy.

Fiscal Analysis
Prior to completion of the project, the applicant will be required to pay plan check, permit, and development impact fees to the City. The applicant will pay approximately $2,192,000 for those one-time fees, as shown in the chart below:

Fee	***Capital***	***Operating***	***Total***
Development Impact Fees	$2,050,000	-	$2,050,000
Building Plan Check / Permit Fees	-	$85,000	$85,000
Planning Fees	-	$12,000	$12,000
Engineering Plan Check / Permit Fees	-	$45,000	$45,000
One Time Fee Revenues	$2,050,000	$142,000	$2,192,000

Additionally, the project will generate approximately $73,500 in annual recurring revenues to the City General Fund. The applicant will pay increased property taxes, business license taxes, and utility taxes on a recurring basis.

Revenue Source	***Estimated First Year Revenue***
Property Taxes	$29,200
Utility Taxes	$25,100
Business License Tax	$19,200
Total Annual Revenues	$73,500

Furthermore, the project will generate approximately 85 to 95 jobs with a warehouse use tenant. Not only will the project provide additional employment opportunities for City of Rialto residents, but it will

also result in result in employees spending their discretionary income as they frequent local restaurants, gas stations, and other local businesses.

Land Use Compatibility
The project is consistent with the Planned Industrial Development (I-PID) zone of the Rialto Airport Specific Plan and the surrounding land uses. The nearest sensitive uses are the few non-conforming single-family residences in the surrounding area. The project is not expected to negatively impact any uses since measures, such as landscape buffering and the installation of solid screen walls, will be implemented. The project is anticipated to be a benefit to the community and an improvement to the surrounding area. Upon completion of the project, the site will be enhanced aesthetically with a new structure and landscaping that complies with the City's Design Guidelines.

GENERAL PLAN CONSISTENCY:

The project is consistent with the following goals of the Land Use Element of the Rialto General Plan:

Goal 2-16: Improve the architectural and design quality of development in Rialto.

Goal 2-22: Promote commercial and/or industrial development that is well designed, people-oriented, environmentally sustainable, sensitive to the needs of the visitor or resident, and functionally efficient for its purpose.

ENVIRONMENTAL IMPACT:

The applicant engaged MIG, Inc. to prepare an Initial Study (Environmental Assessment Review No. 16-12) for the project in accordance with the requirements of the California Environmental Quality Act (CEQA). The Initial Study is attached to the agenda report (**Exhibit F**). Based on the findings and recommended mitigation within the Initial Study, staff determined that the project will not have an adverse impact on the environment and a Mitigated Negative Declaration was prepared. A Notice of Intent to adopt the Mitigated Negative Declaration for the project was published in the San Bernardino Sun newspaper, and mailed to all property owners within 300 feet of the project site. A twenty (20) day public comment period was held from September 23, 2016 to October 12, 2016. One (1) comment letter was received from Lozeau & Drury, LLP representing the Laborers International Union of North America, Local Union 783 (LiUNA) (**Exhibit G**). In its comment letter, Lozeau & Drury, LLP pointed to a discrepancy in the anticipated nitrogen oxide (NOx) emissions created by the project, and as a result requested that the City of Rialto prepare an Environmental Impact Report (EIR) for the project. Planning staff and the applicant's consultant reviewed the comment letter and determined that the incorrect emissions table and emissions modeling was included in the Draft Initial Study. MIG corrected the error and the final Initial Study attached to the agenda report demonstrates that the project NOx emissions comply with the threshold established by the South Coast Air Quality Management District (SCAQMD). As such, Planning staff determined that the Mitigated Negative Declaration prepared appropriately satisfies the requirement of CEQA.

Additionally, in accordance with California Assembly Bill 52, notices were mailed to six (6) Native American tribes informing them of the project and allowing them to request consultation on the project. The six (6) tribes were given thirty (30) days, from September 1, 2016 to September 30, 2016 to request consultation on the proposed project. One (1) letter was received from the Gabrieleño Band of Mission Indians-Kizh Nation. In the letter, the Kizh Nation requested the ability to

place a certified Native American Monitor on-site during all ground disturbance activities. A Condition of Approval is included within the Draft Resolution of Approval for Tentative Parcel Map No. 19407 requiring the applicant to coordinate with the Kizh Nation to allow access during all ground disturbance activities. The Kizh Nation was informed of the Condition of Approval, to which their response indicated satisfaction.

Although the Initial Study indicates that the project could present a significant effect with respect to Air Quality, Biological Resources, Cultural Resources, and Transportation/Traffic, any potential impacts will be mitigated to a level of insignificance through the implementation of the mitigation measures included within the Mitigation Monitoring and Reporting Program (**Exhibit H**).

PUBLIC NOTICE:

The City mailed public hearing notices for the proposed project to all property owners within 300 feet of the project site, and published the public hearing notice in the *San Bernardino Sun* newspaper as required by State law.

RECOMMENDATION:

It is recommended that the Planning Commission:

- Adopt the Mitigated Negative Declaration for the proposed project and authorize staff to file a Notice of Determination with the Clerk of the Board of San Bernardino County; and

- Adopt the attached Resolution (**Exhibit I**) to approve Tentative Parcel Map No. 19407 to allow the consolidation of seven (7) parcels of land into two (2) parcels of land subject to the findings and conditions therein; and

- Adopt the attached Resolution (**Exhibit J**) to approve Variance No. 713 to increase the maximum building height from 35 feet to 51 feet related to a request to develop a 384,893 square foot warehouse building on Parcel 1 of Tentative Parcel Map No. 19407 subject to the findings and conditions therein; and

- Adopt the attached Resolution (**Exhibit K**) to approve Conditional Development Permit No. 801 to allow the development of a 384,893 square foot warehouse building on Parcel 1 of Tentative Parcel Map No. 19407 subject to the findings and conditions therein.

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RESOLUTION NO. 16-

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF RIALTO, CALIFORNIA, APPROVING VARIANCE NO. 713 TO INCREASE THE MAXIMUM BUILDING HEIGHT WITHIN THE PLANNED INDUSTRIAL DEVELOPMENT (I-PID) ZONE OF THE RIALTO AIRPORT SPECIFIC PLAN FROM 35 FEET TO 51 FEET.

WHEREAS, the applicant, Prologis, Inc., proposes to consolidate eight (8) parcels of land (APN: 0240-201-26, -28, -29, -36, -48, -49, & -61) located on the east side of Tamarind Avenue approximately 250 feet south of Walnut Avenue within the Planned Industrial Development (I-PID) zone of the Rialto Airport Specific Plan ("Consolidation Site") into two (2) parcels of land – Parcel 1 at 16.93 net acres in size and Parcel 2 at 6.30 net acres in size ("Consolidation"); and

WHEREAS, in conjunction with the Consolidation, the applicant has submitted Tentative Parcel Map No. 19407 to consolidate the Consolidation Site into two (2) parcels of land – Parcel 1 at 16.93 net acres in size and Parcel 2 at 6.30 net acres in size ("TPM No. 19407"); and

WHEREAS, in conjunction with the Consolidation, the applicant has also submitted Conditional Development Permit No. 801 ("CDP No. 801") to develop a 384,893 square foot warehouse building ("Development") on Parcel 1 of TPM No. 19407 ("Site"); and

WHEREAS, pursuant to Section 5 Table 9 (Development Standards) of the Rialto Airport Specific Plan, the minimum building height within the I-PID zone shall be 35 feet; and

WHEREAS, pursuant to Section 18.04.170 of the Rialto Municipal Code, building height means the vertical distance from the average finished ground level of the site covered by the building to the highest point of the structure exclusive of chimneys and ventilators; and

WHEREAS, the proposed building height of the Development is 51 feet from the proposed average finished ground level of the Site; and

WHEREAS, the building height of the Development does not comply with Section 5 Table 9 (Development Standards) of the Rialto Airport Specific Plan, thus requiring an increase in the maximum building height within the I-PID zone in order to facilitate the Development ("Project"); and

WHEREAS, pursuant to Section 18.64.030 of the Rialto Municipal Code, the Project requires the approval of a Variance, and the applicant has agreed to apply for Variance No. 713 ("VAR No. 713"); and

WHEREAS, on October 26, 2016, the Planning Commission of the City of Rialto conducted a duly noticed public hearing, as required by law, on VAR No. 713, TPM No. 19407, and CDP No. 801, took testimony, at which time it received input from staff, the city attorney, and the applicant; heard public testimony; discussed the VAR No. 713, TPM No. 19407, and CDP No. 801; and closed the public hearing; and

WHEREAS, all legal prerequisites to the adoption of this Resolution have occurred.

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Rialto as follows:

SECTION 1. The Planning Commission hereby specifically finds that all of the facts set forth in the recitals above of this Resolution are true and correct and incorporated herein.

SECTION 2. Based on substantial evidence presented to the Planning Commission during the public hearing conducted with regard to VAR No. 713, including written staff reports, verbal testimony, site plan, other documents, and the conditions of approval stated herein, the Planning Commission hereby determines that VAR No. 713 satisfies the requirements of the Section 18.64.020 of the Rialto Municipal Code pertaining to the findings which must be made precedent to granting a variance. The findings are as follows:

1. There are exceptional circumstances or conditions applicable to the property involved, or to the intended use of the property, that do not apply generally to the property or class of use in the same vicinity or district.

This finding is supported by the following facts:

The project site is currently restricted to a maximum building height of 35 feet per the development standards of the I-PID zone. The properties adjacent to the east, south, and west, which are also zoned for industrial uses, are not subject to this height limitation. Specifically, the properties to west received variances in 2003 and 2013 allowing the development of two separate 48-foot tall warehouse buildings. Meanwhile, the properties to the east and south are located within the Employment zone of the Renaissance Specific

Plan, which allows developments built up to 75 feet high. As such, the subject property is subject to conditions that do not apply to property in the same vicinity and zoning district.

2. This variance is necessary for the preservation and enjoyment of a substantial property right of the applicant as possessed by other property owners in the same vicinity and district.

This finding is supported by the following facts:

The proposed development offers the highest and best use of the property under the current zoning. However, in order to develop a viable warehouse building that allows for the installation of the latest technologies and equipment used by logistics companies, a building height in excess of 35 feet is required. The variance will further assist the developer in securing a tenant, which otherwise might not be possible. As previously mentioned, the buildings to west received variances allowing a building height of 48 feet, and the properties to the east and south may build up to 75 feet without a variance. Without a variance, a competitive distribution warehouse cannot be constructed on the subject site, giving an unfair advantage to the properties not restricted by a 35-foot building height limitation.

3. The granting of this variance will not be materially detrimental to the public welfare or injurious to the property or improvements in such vicinity and district in which the property is located.

This finding is supported by the following facts:

The 16-foot difference in building height is negligible considering the properties adjacent to the east and south can be developed with buildings up to 75 feet high without a variance. The existing warehouse buildings to west already stand at 48 feet. The warehouse building is well designed and will not be unsightly or otherwise injurious to the property or improvements in the vicinity or detrimental to public welfare.

4. The proposed use and development are consistent with the General Plan and objectives of the zoning ordinance.

This finding is supported by the following facts:

Granting the variance will facilitate the development of a high-quality warehouse building in keeping with General Plan Land Use Element Goal 2-22, which requires the City to "Promote commercial and/or industrial development planned that is well designed, people-oriented, environmentally sustainable, sensitive to the needs of the visitor or resident, and functionally efficient for its purpose". Additionally, a precedent has already been set to allow I-PID projects beyond the 35 foot maximum building height, as established by Variance No. 664 and Variance No. 698 for Prologis, Inc., as many manufacturing and

industrial projects require building heights with an interior clearance of at least 35 feet and an exterior height well above that to shield rooftop equipment.

SECTION 3. An Initial Study has been prepared for the proposed project in accordance with the California Environmental Quality Act (CEQA) and it has been determined that any impacts will be reduced to a level of insignificance and a Mitigated Negative Declaration has been prepared in accordance with CEQA. The Planning Commission directs the Planning Division to file the necessary documentation with the Clerk of the Board of Supervisors for San Bernardino County.

SECTION 4. That VAR No. 713 is granted to Prologis, Inc., in accordance with the plans and application on file with the Planning Division, subject to the following conditions:

1. Variance No. 713 is approved to increase the maximum building height for a proposed warehouse building on Parcel 1 of TPM No. 19407 from 35 feet to 51 feet, as shown on the plans submitted to the Planning Division on October 13, 2016, and as approved by the Planning Commission.

2. City inspectors shall have access to the Site to reasonably inspect the Site during normal working hours to assure compliance with these conditions and other codes.

3. The applicant shall defend, indemnify and hold harmless the City of Rialto, its agents, officers, or employees from any claims, damages, action, or proceeding against the City or its agents, officers, or employees to attack, set aside, void, or annul any approval of the City, its advisory agencies, appeal boards, or legislative body concerning VAR No. 713. The City will promptly notify the applicant of any such claim, action, or proceeding against the City, and applicant will cooperate fully in the defense.

4. In accordance with the provisions of Government Code Section 66020(d)(1), the imposition of fees, dedications, reservations, or exactions for this Project, if any, are subject to protest by the applicant at the time of approval or conditional approval of the Project or within 90 days after the date of the imposition of the fees, dedications, reservations, or exactions imposed on the Project.

5. The Applicant shall complete and abide by all mitigation measures contained within the Mitigation Monitoring and Reporting Program associated with Environmental Assessment Review No. 16-05 prior to issuance of any Certificate of Occupancy.

6. Applicant shall comply with all conditions of approval contained in TPM No. 19407 and CDP No. 801, to the extent they are not in conflict with any condition of approval herein.

SECTION 5. The Chairman of the Planning Commission shall sign the passage and adoption of this resolution and thereupon the same shall take effect and be in force.

PASSED, APPROVED AND ADOPTED this 26th day of October, 2016.

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JERRY GUTIERREZ, CHAIR
CITY OF RIALTO PLANNING COMMISSION

RESOLUTION NO. 16-

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF RIALTO, CALIFORNIA APPROVING CONDITIONAL DEVELOPMENT PERMIT NO. 803 TO ALLOW THE DEVELOPMENT OF A 384,893 SQUARE FOOT WAREHOUSE BUILDING ON 16.93 NET ACRES OF LAND (PARCEL 1 OF TENTATIVE PARCEL MAP NO. 19407) LOCATED ON THE EAST SIDE OF TAMARIND AVENUE APPROXIMATELY 250 FEET SOUTH OF WALNUT AVENUE WITHIN THE PLANNED INDUSTRIAL DEVELOPMENT (I-PID) ZONE OF THE RIALTO AIRPORT SPECIFIC PLAN.

WHEREAS, the applicant, Prologis, Inc., proposes to develop a 384,893 square foot warehouse building ("Project") on 16.93 acres of land (Parcel 1 of Tentative Parcel Map No. 19407) located on the east side of Tamarind Avenue approximately 250 feet south of Walnut Avenue within the Planned Industrial Development (I-PID) zone of the Rialto Airport Specific Plan ("Site"); and

WHEREAS, the development of a warehouse building, such as the Project, within the I-PID zone requires a conditional development permit, and the applicant has agreed to apply for a conditional development permit ("CDP No. 801"); and

WHEREAS, in conjunction with the Project, the applicant has applied for Tentative Parcel Map No. 19407 to allow the consolidation of eight (8) parcels of land (APNs: 0240-201-26, -28, -29, -36, -48, -49, & -61) into two (2) parcels of land – Parcel 1 and Parcel 2 ("TPM No. 19407"); and

WHEREAS, in conjunction with the Project, the applicant has also submitted Variance No. 713 to allow an increase in the maximum allowable height for the proposed warehouse building from 35 feet from the average finished ground level to 51 feet from the average finished ground level ("VAR No. 713"); and

WHEREAS, on October 26, 2016, the Planning Commission of the City of Rialto conducted a duly noticed public hearing, as required by law, on CDP No. 801, TPM No. 19407, and VAR No. 713, took testimony, at which time it received input from staff, the city attorney,

and the applicant; heard public testimony; discussed the proposed CDP No. 801, TPM No. 19407, and VAR No. 713; and closed the public hearing; and

WHEREAS, all legal prerequisites to the adoption of this Resolution have occurred.

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Rialto as follows:

SECTION 1. The Planning Commission hereby specifically finds that all of the facts set forth in the recitals above of this Resolution are true and correct and incorporated herein.

SECTION 2. Based on substantial evidence presented to the Planning Commission during the public hearing conducted with regard to CDP No. 801, including written staff reports, verbal testimony, site plans, other documents, and the conditions of approval stated herein, the Planning Commission hereby determines that CDP No. 801 satisfies the requirements of Sections 18.66.020 of the Rialto Municipal Code pertaining to the findings which must be made precedent to granting a conditional development permit. The findings are as follows:

1. The proposed use is deemed essential or desirable to provide a service or facility which will contribute to the convenience or general well-being of the neighborhood or community; and

This finding is supported by the following facts:

The Site is a rectangular-shaped piece of land which is primarily undeveloped and covered by natural grasses and a few trees. The Project will develop the highest and best use for the Site, in accordance with the Rialto Airport Specific Plan. The project will result in the elimination of a non-conforming single-family residence and the development of a use that conforms to the I-PID zone. Additionally, the Project will provide employment opportunities within the City and reduce blight by implementing a use on mostly vacant, unimproved land.

2. The proposed use will not be detrimental or injurious to health, safety, or general welfare of persons residing or working in the vicinity; and

This finding is supported by the following facts:

The development of an industrial warehouse building on the Site is consistent with the Rialto Airport Specific Plan, which permits warehousing, and related storage uses by conditional development permit within the I-PID zone. To the north of the project site are three (3) small warehouse buildings totaling approximately 57,400 square feet in size, and to the east is approximately 13.72 acres of vacant land and several non-conforming

single-family residences. To the south is approximately 4.66 acres of vacant land, a Fontana Water Reservoir facility, a used car dealership, and one (1) non-conforming single-family residences. To the west, across Tamarind Avenue, are two (2) large warehouse buildings totaling approximately 1,220,625 square feet in size. The zoning of the project site and the properties to the north and west is Planned Industrial Development (I-PID) within the Rialto Airport Specific Plan. The properties to the east and south of the project site are zoned Employment (EMP) within the Renaissance Specific Plan. The Project is consistent with the I-PID zone and the surrounding land uses. The nearest sensitive uses are a few non-conforming single-family residences located to the east and south of the Site. The Project is not expected to negatively impact any uses since measures, such as landscape buffering and the installation of solid screen walls, will be implemented.

3. The site for the proposed use is adequate in size, shape, topography, accessibility and other physical characteristics to accommodate the proposed use in a manner compatible with existing land uses; and

This finding is supported by the following facts:

The Site contains 16.93 net acres, is rectangular-shaped, fairly level, and adjacent to one (1) public street, which will be able to accommodate the proposed use. The Project will have two (2) points of access – both via Tamarind Avenue. Both driveways will provide access to the trailer yard and the employee/visitor parking lot. Access to the driveways will be provided via new half-width street improvements along Tamarind Avenue. In addition, the development will have 268 auto-parking spaces, which equals the 268 required parking spaces required by Chapter 18.58 (Off-Street Parking Regulations) of the Rialto Municipal Code.

4. The site has adequate access to those utilities and other services required for the proposed use; and

This finding is supported by the following facts:

The Site will have adequate access to all utilities and services required through main water, electric, sewer, and other utility lines that will be hooked up to the Site.

5. The proposed use will be arranged, designed, constructed, and maintained so as it will not be injurious to property or improvements in the vicinity or otherwise be inharmonious with the General Plan and its objectives, or any zoning ordinances, and

This finding is supported by the following facts:

As previously stated, the proposed use is consistent with the Rialto Airport Specific Plan. Concrete tilt-up screen walls will be installed around the truck court so that none of the

dock doors will be visible from the public right-of-way. Landscaping has been abundantly incorporated into the Site, and landscape coverage for is 22.9 percent, which exceeds the minimum required amount of 10.0 percent. The applicant has been or will be granted a variance to achieve the desired building height of 51 feet from the average finished ground level. Variance No. 664 and Variance No. 698 were previously granted allowing a similar building height for the two (2) warehouse buildings located immediately to the west of the Site. Additionally, the Project furthers Goal 2-16 of the General Plan by providing high-quality architectural and design features for the development, and Goal 2-22 because the project is well-designed, environmentally sustainable, and functionally efficient for its purpose, and will create additional jobs for local residents.

6. Any potential adverse effects upon the surrounding properties will be minimized to every extent practical and any remaining adverse effects shall be outweighed by the benefits conferred upon the community or neighborhood as a whole.

This finding is supported by the following facts:

The Project's effects will be minimized through the implementation of the Conditions of Approval contained herein, and through the implementation of Conditions of Approval imposed by the Development Review Committee during the Precise Plan of Design Process. The development of a high-quality industrial development will provide additional employment opportunities for residents and visitors to the City. The Project will also serve to develop land, which has remained historically undeveloped. Additionally, although an initial study indicates that Project could have a significant effect on air quality, biological resources, cultural resources, and traffic, any potential impacts will be mitigated to a level of insignificance through the conditions of approval. Therefore, any potential adverse effects are outweighed by the benefits conferred upon the community and neighborhood as a whole.

SECTION 3. Prologis, Inc., is hereby granted CDP No. 801 to allow the development of a 384,893 square foot warehouse building on 16.93 net acres of land (Parcel 1 of TPM No. 19407) located on the east side of Tamarind Avenue approximately 250 feet south of Walnut Avenue within the Planned Industrial Development (I-PID) zone of the Rialto Airport Specific Plan.

SECTION 4. An Initial Study has been prepared for the proposed project in accordance with the California Environmental Quality Act (CEQA) and it has been determined that any impacts will be reduced to a level of insignificance and a Mitigated Negative Declaration has been prepared in accordance with CEQA. The Planning Commission directs the Planning Division to file the necessary documentation with the Clerk of the Board of Supervisors for San Bernardino County.

SECTION 5. CDP No. 801 is granted to Prologis, Inc., in accordance with the plans and application on file with the Planning Division, subject to the following conditions:

1. The approval is granted allowing the development of a 384,893 square foot warehouse building on 16.93 net acres of land (Parcel 1 of TPM No. 19407) located on the east side of Tamarind Avenue approximately 250 feet south of Walnut Avenue, as shown on the plans submitted to the Planning Division on October 19, 2016, and as approved by the Planning Commission. If the Conditions of Approval specified herein are not satisfied or otherwise completed, the project shall be subject to revocation.

2. Prior to the issuance of building or grading permits for the proposed development, a Precise Plan of Design shall be approved by the City's Development Review Committee (DRC).

3. City inspectors shall have access to the site to reasonably inspect the site during normal working hours to assure compliance with these conditions and other codes.

4. The applicant shall defend, indemnify and hold harmless the City of Rialto, its agents, officers, or employees from any claims, damages, action, or proceeding against the City or its agents, officers, or employees to attack, set aside, void, or annul any approval of the City, its advisory agencies, appeal boards, or legislative body concerning CDP No. 801. The City will promptly notify the applicant of any such claim, action, or proceeding against the City, and the parties will cooperate fully in the defense.

5. In accordance with the provisions of Government Code Section 66020(d)(1), the imposition of fees, dedications, reservations, or exactions for this Project, if any, are subject to protest by the applicant at the time of approval or conditional approval of the Project or within 90 days after the date of the imposition of the fees, dedications, reservations, or exactions imposed on the Project.

6. In accordance with the amount of parking provided, the building shall be limited to a maximum of 20,000 square feet of office space. Additional parking shall be provided on-site for any proposed office in excess of 20,000 square feet.

7. All downspouts on all elevations of the building shall be routed through the building. The internal downspouts shall be identified within the formal building plan check submittal prior to the issuance of building permits.

8. All new walls, including any retaining walls, shall be comprised of decorative masonry block or decorative concrete. Decorative masonry block means tan slumpstone, tan split-face, or precision block with a stucco, plaster, or cultured stone finish. All decorative masonry walls and pilasters shall include a decorative masonry cap. Decorative concrete means painted concrete with patterns, reveals, and/or trim lines. All walls and pilasters shall be identified on the site plan, and an elevation detail for the walls shall be included in the formal building plan check submittal prior to the issuance of building permits.

9. All screen walls shall include undulated breaks/recesses and pilasters. Wall breaks/recesses a minimum three (3) feet in depth and twelve (12) feet in length shall be provided every seventy (70) linear feet within the wall. Pilasters shall also be incorporated at the ends and corners of all screen walls. All pilasters shall protrude a minimum of six (6) inches above and to the side of the screen wall. All screen walls and pilasters shall be identified on the site plan, and an elevation detail for the walls shall be included in the formal building plan check submittal prior to the issuance of building permits.

10. Decorative pavement shall be provided at all vehicular access points to the site. The decorative pavement shall extend across the entire width of the driveway and shall have a minimum depth of twenty-five (25) feet as measured from the property line. Decorative pavement means decorative pavers and/or color stamped concrete. The location of the decorative pavement shall be identified on the Precise Grading Plan prior to the issuance of a grading permit, and it shall also be identified on the site plan within the formal building plan check submittal prior to the issuance of building permits. The type of decorative pavement shall be identified on the formal Landscape Plan submittal prior to the issuance of building permits.

11. The exterior of the trash enclosure shall match the material and base color of the building. Additionally, the trash enclosure shall contain solid steel doors. Corrugated metal and chain-link are not acceptable materials to use within the trash enclosure. An elevation detail for the trash enclosures shall be provided within formal building plan check submittal prior to the issuance of building permits.

12. All light standards, including the base, shall be a maximum twenty-five (25) feet high, as measured from the finished surface. Lighting shall be shielded and/or directed toward the site so as not to produce direct glare or "stray light" onto adjacent properties. All light standards shall be identified on the site plan and a note indicating the height restriction shall be included within the formal building plan check submittal prior to the issuance of building permits.

13. Undulating berms shall be incorporated within the landscape setback along Alder Avenue. The highest part of the berms shall be at least three (3) feet in height. The berms shall be identified on the Precise Grading Plan prior to the issuance of a grading permit. The berms shall also be identified on the formal Landscape Plan submittal prior to the issuance of building permits.

14. One (1) fifteen (15) gallon tree shall be provided every three (3) parking spaces. All parking lot tree species shall consist of evergreen broadleaf trees. The trees shall be identified on the formal Landscape Plan submittal prior to the issuance of building permits.

15. One (1) twenty-four (24) inch box tree shall be installed every thirty (30) feet within the on-site landscape setback along Tamarind Avenue. All on-site tree species shall consist of evergreen broadleaf trees. Palm tree species are allowed as an accent tree. The trees shall be identified on the formal Landscape Plan submittal prior to the issuance of building permits.

16. One (1) twenty-four (24) inch box tree shall be installed every thirty (30) linear feet within the public right-of-way parkway along Tamarind Avenue. The street tree species along Tamarind Avenue shall be the Liriodnedron Tulipifera "Tulip Tree" and/or the Quercus Ilex "Holly Oak". The trees shall be identified on the formal Landscape Plan submittal prior to the issuance of building permits.

17. All land not covered by structures, walkways, parking areas, and driveways, unless otherwise specified, shall be planted with a substantial amount of trees, shrubs, and groundcover. Trees shall be spaced a minimum of thirty (30) feet on-center and shrubs and groundcover shall be spaced an average of three (3) feet on-center or less. All planter areas shall receive a minimum two (2) inch thick layer of brown bark, organic mulch, and/or decorative rock upon initial planting. Pea gravel and decomposed granite are not acceptable materials to use within planter areas. All planter areas on-site shall be permanently irrigated and maintained. The planting and irrigation shall be identified on the formal Landscape Plan submittal prior to the issuance of building permits.

18. All ground mounted equipment and utility boxes, including transformers, fire-department connections, backflow devices, etc. shall be surrounded by a minimum of two (2) rows of five (5) gallon shrubs spaced a maximum of twenty-four (24) inches on-center, prior to the issuance of a Certificate of Occupancy.

19. All tubular steel fencing and/or sliding gates shall be painted black prior to the issuance of a Certificate of Occupancy.

20. All non-glass doors shall be painted to match the color of the adjacent wall prior to the issuance of a Certificate of Occupancy.

21. All signage shall comply with Section 18.102 (Regulation of Signs) of the Rialto Municipal Code.

22. Trucks shall not run idle for more than five (5) minutes. A truck idling for five (5) minutes shall immediately leave the Site or the engine shall be shut off.

23. All trucks shall be equipped at all times with properly operating and maintained mufflers, consistent with manufacturer's standards.

24. The applicant shall obtain all necessary approvals and operating permits from all Federal, State, and local agencies and provide proof thereof to the City prior to the issuance of a Certificate of Occupancy.

25. Applicant shall comply with all conditions of approval contained in TPM No. 19407 and VAR No. 713, to the extent they are not in conflict with any condition of approval herein.

26. The privileges granted by the Planning Commission pursuant to approval of this Conditional Development Permit are valid for one (1) year from the effective date of approval. If the applicant fails to commence the project within one year of said effective date, this conditional development permit shall be null and void and any privileges granted hereunder shall terminate automatically. If the applicant or his or her successor in interest commence the project within one year of the effective date of approval, the privileges granted hereunder will continue inured to the property as long as the property is used for the purpose for which the conditional development permit was granted, and such use remains compatible with adjacent property uses.

27. If the applicant fails to comply with any of the conditions of approval placed upon Conditional Development Permit No. 801 or any conditions placed upon the approval of the Precise Plan of Design required by Condition No. 2 above, the Planning Commission may initiate proceedings to revoke the conditional development permit in accordance with the provisions of Sections 18.66.070 through 18.66.090, inclusive, of the Rialto Municipal Code.

SECTION 6. The Chairman of the Planning Commission shall sign the passage and adoption of this resolution and thereupon the same shall take effect and be in force.

PASSED, APPROVED AND ADOPTED this 26th day of October, 2016.

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JERRY GUTIERREZ, CHAIR

CITY OF RIALTO PLANNING COMMISSION

Project Location Map

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TENTATIVE PARCEL MAP NO. 19407

IN THE CITY OF RIALTO, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA

BEING A SUBDIVISION OF WEST HALF OF LOTS 10, 11 AND 13, AND PORTION OF THE WEST HALF OF LOT 12, ALL LOTS OF GOLDEN ACRES ACRES TRACT, AS PER MAP RECORDED IN BOOK 20, PAGE 58 OF MAPS, TOGETHER WITH PARCELS 1 AND 2 OF 5226, AS PER MAP FILED IN BOOK 53, PAGE 42 OF PARCEL MAPS, BOTH MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

DATE OF PREPARATION: 07-29-2015		
1.	1st SUBMITTAL	08-07-15

0 30 60 120 180

SCALE:1"=180'

LEGAL DESCRIPTION:

THE LAND REFERED TO IN THIS COMMITMENT IS SITUATED IN THE CITY OF RIALTO, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

THE WEST ½ OF LOT 11, GOLDEN ORANGE ACRES, AS PER MAP RECORDED IN BOOK 20, PAGE 58 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

TOGETHER WITH,

THE NORTH TWO-FIFTHS OF THE WEST ONE-HALF OF LOT(S) 12, GOLDEN ORANGE ACRES AS SHOWN BY MAP ON FILE IN BOOK 20 PAGE(S) 58, OF MAPS, RECORDS OF SAN BERNARDINO COUNTY, CALIFORNIA.

TOGETHER WITH,

THE WEST 1/2 OF LOT 13, GOLDEN ORANGE ACRES, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 20, PAGE 58 OF MAPS, RECORDS OF SAID COUNTY.

TOGETHER WITH,

NORTH 2-1/2 ACRES OF THE WEST HALF OF LOT 10, GOLDEN ORANGE ACRES AS PER PLAT RECORDED IN BOOK 20 OF MAPS, PAGE 58, RECORDS OF SAID COUNTY OF SAN BERNARDINO. EXCEPTING THEREFROM THAT PORTION AS DESCRIBED IN THE DEED TO CITY OF RIALTO, A MUNICIPAL CORPORATION RECORDED MAY 9, 1975 AS INSTRUMENT NO. 503 IN BOOK 8675, PAGE 790 OF OFFICIAL RECORDS.
AREAS AND DISTANCES ARE COMPUTED TO STREET CENTERS.

TOGETHER WITH,

PARCEL 1 OF PARCEL MAP NO. 5226, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA AS PER PLAT RECORDED IN BOOK 53 OF PARCEL MAPS, PAGE 42 RECORDS OF SAN BERNARDINO COUNTY.

TOGETHER WITH,

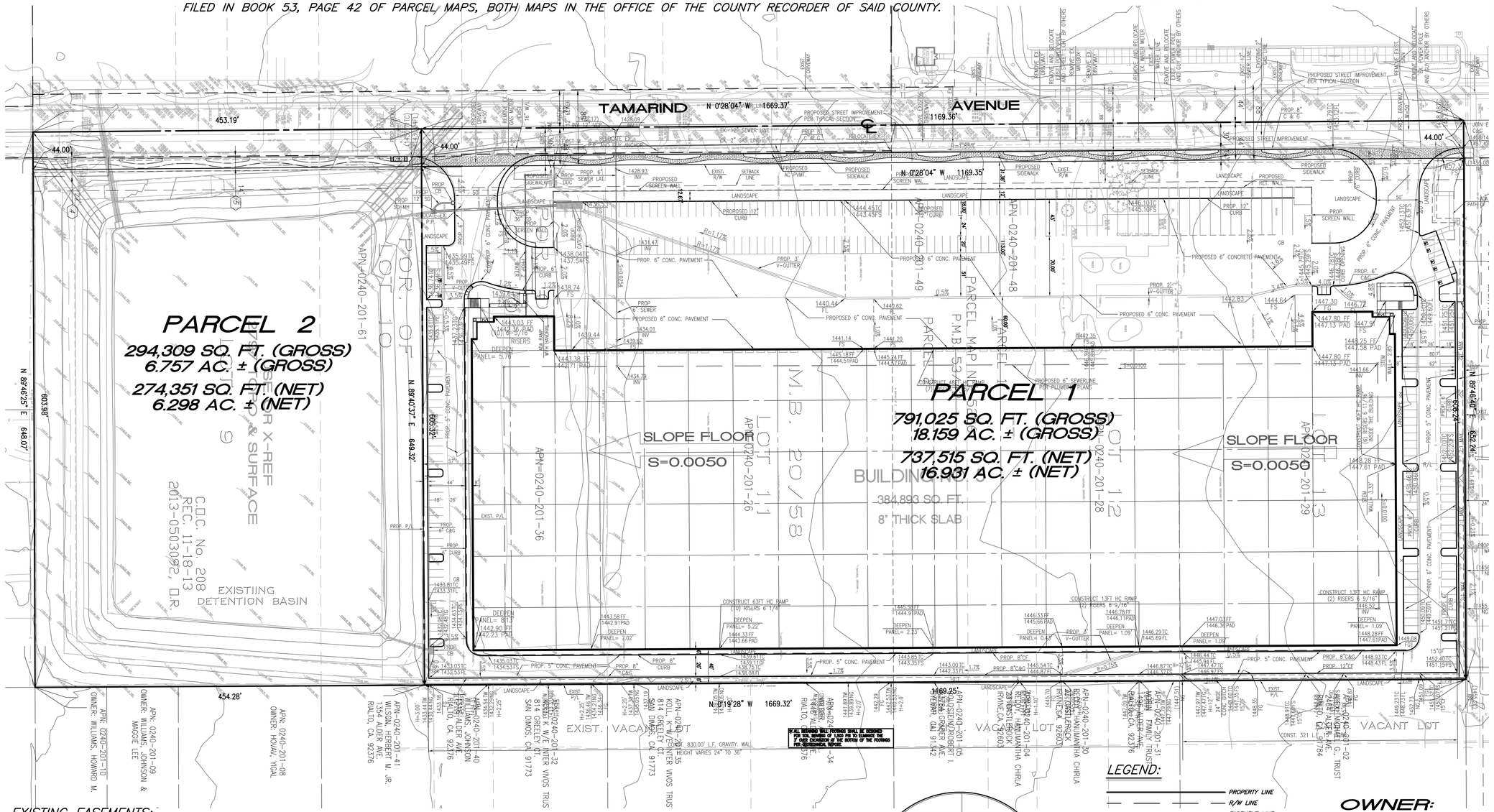
PARCEL NO. 2 OF PARCEL MAP NO. 5226, AS PER MAP RECORDED IN BOOK 53, PAGE 42 OF PARCEL MAPS, RECORDS OF SAID COUNTY.

TOGETHER WITH,

PARCEL AS SHOWN ON EXHIBIT "A" OF CERTIFICATE OF COMPLIANCE NO. 208 FOR LOT MERGER AS EVIDENCED BY DOCUMENT RECORDED ON OCTOBER 10, 2013 AS INSTRUMENT 2013-0441007 AND RECORDED NOVEMBER 18, 2013 AS INSTRUMENT NO. 2013-0503092, BOTH OF OFFICIAL RECORDS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS; PARCEL "A" CONSISTING OF THE WEST ONE-HALF OF LOT 9, TOGETHER WITH THE WEST ONE-HALF OF LOT 10, GOLDEN ORANGE ACRES, IN THE CITY OF RIALTO, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 20, PAGE 58 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY. EXCEPTING THEREFROM THE NORTH 2.5 ACRES OF THE WEST ONE-HALF OF LOT 10.

SAID PARCEL "A" MORE PARTICULARLY DESCRIBED AS FOLLOWS:
BEGINNING AT THE INTERSECTION OF THE EASTERLY RIGHT OF WAY LINE OF TAMARIND AVENUE, A PUBLIC STREET 60.00 FEET WIDE, AS SHOWN ON THE MAP OF TRACT NO. 16441 IN SAID CITY, COUNTY, AND STATE, AS PER MAP FILED IN BOOK 293, PAGES 87 AND 88 OF MAPS AND THE SOUTHERLY LINE OF SAID NORTH 2.5 ACRES; THENCE ALONG SAID EASTERLY RIGHT OF WAY LINE, SOUTH 00°28'04" EAST 499.96 FEET TO THE SOUTHERLY LINE OF SAID LOT 9; THENCE ALONG SAID SOUTHERLY LINE OF LOT 9, NORTH 89°46'43" EAST 618.07 FEET TO THE EASTERLY LINE OF THE WEST ONE-HALF OF SAID LOT 9; THENCE ALONG LAST MENTIONED EASTERLY LINE AND THE EASTERLY LINE OF THE WEST ONE-HALF OF SAID LOT 10, NORTH 00°19'28" WEST 500.07 FEET TO THE SOUTHERLY LINE OF SAID NORTH 2.5 ACRES; THENCE ALONG LAST MENTIONED SOUTHERLY LINE, SOUTH 89°46'06" WEST 619.32 FEET TO THE POINT OF BEGINNING.

APN: 0240-201-26-0-000, 0240-201-28-0-000, 0240-201-29-0-000, 0240-201-36-0-000, 0240-201-48-0-000, 0240-201-49-0-000 and 0240-201-61-0-000



PROJECT DATA

GENERAL PLAN DESIGNATION:	BUSINESS PARK W/ SPECIFIC PLAN
ZONING:	PLANNED INDUSTRIAL DEVELOPMENT IN THE RIALTO AIRPORT SPECIFIC PLAN
SITE AREA:	737,515 SF / 16.927 AC
BUILDING AREA:	
GROUND FLOOR	384,893 SF
MEZZANINE	0 SF
FIRE PUMP	0 SF
TOTAL	384,893 SF
COVERAGE:	52.19 %
AUTO PARKING REQUIRED:	
20,000 SF OFFICE (1/250 SF)	80 STALLS
10,000 SF WAREHOUSE (1/1000 SF)	10 STALLS
354,893 SF WAREHOUSE (1/2000 SF)	177 STALLS
TOTAL REQUIRED	267 STALLS
AUTO PARKING PROVIDED:	
PROVIDED STALLS	138 STALLS
TRUCK STALLS IN YARD AREA	17 STALLS
FUTURE AUTO STALLS IN TRUCK YARD	112 STALLS
TOTAL PROVIDED	267 STALLS
MOTORCYCLE STALLS PROVIDED	6 STALLS
LOADING REQUIRED 0 - 400,000 SF	6 DOCKS
LOADING PROVIDED	56 DOCKS
TRUCK TRAILER PARKING STALLS PROVIDED	63 STALLS
LANDSCAPE AREA	80,867 SF 10.96%

EXISTING EASEMENTS:

1. AN EASEMENT FOR PIPELINES AND INCEDENTAL PURPOSES IN THE DOCUMENT RECORDED IN BOOK 296 OF DEEDS, PAGE 202. THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION. (BLANKET IN NATURE AND NOT PLOTTED HEREON).
2. THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "ENCROACHMENT LICENSE AGREEMENT" RECORDED OCTOBER 16, 2013 AS INSTRUMENT NO. 2013-0447218 OF OFFICIAL RECORDS.
3. THE TERMS, PROVISIONS AND EASEMENT(S) CONTAINED IN THE DOCUMENT ENTITLED "AMENDED AND RESTATED DECLARATION OF EASEMENTS, MAINTENANCE AND COST SHARING" RECORDED DECEMBER 13, 2013 AS INSTRUMENT NO. 2013-0535763 OF OFFICIAL RECORDS.
4. AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION RECORDED JANUARY 22, 2014 AS INSTRUMENT NO. 2014-0030877 OF OFFICIAL RECORDS.
5. AN EASEMENT FOR STREETS, HIGHWAYS, SANITARY SEWER LINES, DOMESTIC WATER LINES, PUBLIC UTILITIES AND INCIDENTAL PURPOSES N FAVOR OF CITY OF RIALTO, A MUNICIPAL CORPORATION RECORDED FEBRUARY 25, 2014 AS INSTRUMENT NO. 2014-0072396 OF OFFICIAL RECORDS.

PROPOSED EASEMENTS:

1. THAT PORTION OF TAMARIND AVENUE DEDICATED TO THE CITY OF RIALTO.

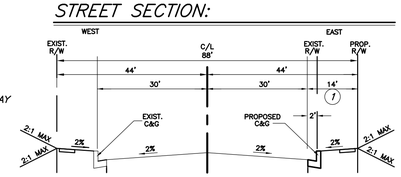
ZONING:

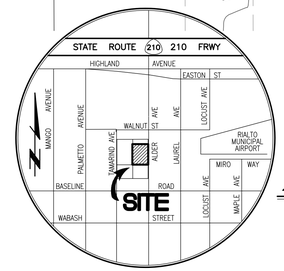
ZONING INFORMATION:
(THE FOLLOWING ZONE DESIGNATIONS ARE PER CITY OF RIALTO DEPARTMENT OF ENGINEERING / MAPPING)
GENERAL PLAN DESIGNATION: BUSINESS PARK WITH SPECIFIC PLAN OVERLAY
ZONE DESIGNATION: RIALTO AIRPORT SPECIFIC PLAN

AREA SUMMARY:

PARCEL #	GROSS SQ. FT.	GROSS AC.	NET SQ. FT.	NET AC.
PARCEL 1	791,025	18.159	737,515	16.931
PARCEL 2	294,309	6.757	274,351	6.298
TOTAL	1,085,334	24.916	1,011,866	23.229

STREET SECTION:





VICINITY MAP

N.T.S.

LEGEND:

- PROPERTY LINE
- R/W LINE
- EASEMENT LINE
- GRADE BREAK LINE
- 429 EXIST. CONTOUR
- 429 PROP. CONTOUR
- DIRECTION OF SURFACE FLOW
- INDICATES TRASH AREA
- LIGHT POLE
- FIRE HYDRANT

OWNER:

PROLOGIS DEV. SERV., INC.
4041 McARTHUR BLVD.
NEWPORT BEACH, CA 92660
PHONE: (949) 251-6100
FAX: (949) 251-0766

ENGINEER:

Thienes Engineering, Inc.
CIVIL ENGINEERING • LAND SURVEYING
14349 FIRESTONE BOULEVARD
LA MIRADA, CALIFORNIA 90638
PH.(714)521-4811 FAX(714)521-4173

ARCHITECT:

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15231 ALTON PARKWAY, SUITE 100
IRVINE, CA 92618
PHONE: (949) 341-0920
FAX: (949) 341-0922

UTILITY PROVIDERS:

TELEPHONE
AT&T
CONTACT: CAROLE BASTROM
1265 VAN BUREN STREET, STE 180
ANAHEIM, CA 92807
PHONE: (714) 666-5503

CABLE
TIME WARNER TELECOM
CONTACT: PAUL E. CYR
1500 S. AUTO CENTER DRIVE
ONTARIO, CA 91761
PHONE: (909) 975-3342

SEWER
CITY OF RIALTO
CONTACT: CYRUS NEKOOEE
150 S. PALM AVENUE
RIALTO, CA 92376
PHONE: (909) 820-2525

WATER
FONTANA WATER COMPANY
CONTACT: BRENDA FOWLER
15966 ARROW ROUTE
FONTANA, CA 9233
PHONE: (909) 822-2201

GAS
SOUTHERN CALIFORNIA GAS COMPANY
CONTACT: LEONARD FELIX
1981 W. LUGONIA AVENUE,
REDLANDS, CA 92374
PHONE: 909-335-7625

ELECTRIC
SOUTHERN CALIFORNIA EDISON COMPANY
CONTACT: KIM GURULE
P.O. BOX. 11982
SANTA ANA, CA 92711
PHONE: (909) 357-6585

CALL BEFORE YOU DIG — TWO WORKING DAYS BEFORE YOU DIG
Underground Service Alert Call: TOLL FREE 1-800 227-2600

DIGALERT — UNDERGROUND SERVICE ALERT(USA) OF SOUTHERN CALIFORNIA
DIAL TOLL FREE 1-800-422-4133 AT LEAST TWO DAYS BEFORE YOU DIG

SURVEYOR:

PREPARED UNDER THE DIRECTION OF:

BRIAN L. THIENES
P.L.S. NO. 5750
REG. EXP. 12/31/15

09/18/15
DATE

PROFESSIONAL LAND SURVEYOR — BRIAN L. THIENES — NO. 5750 — STATE OF CALIFORNIA

Last Update: 9/18/15
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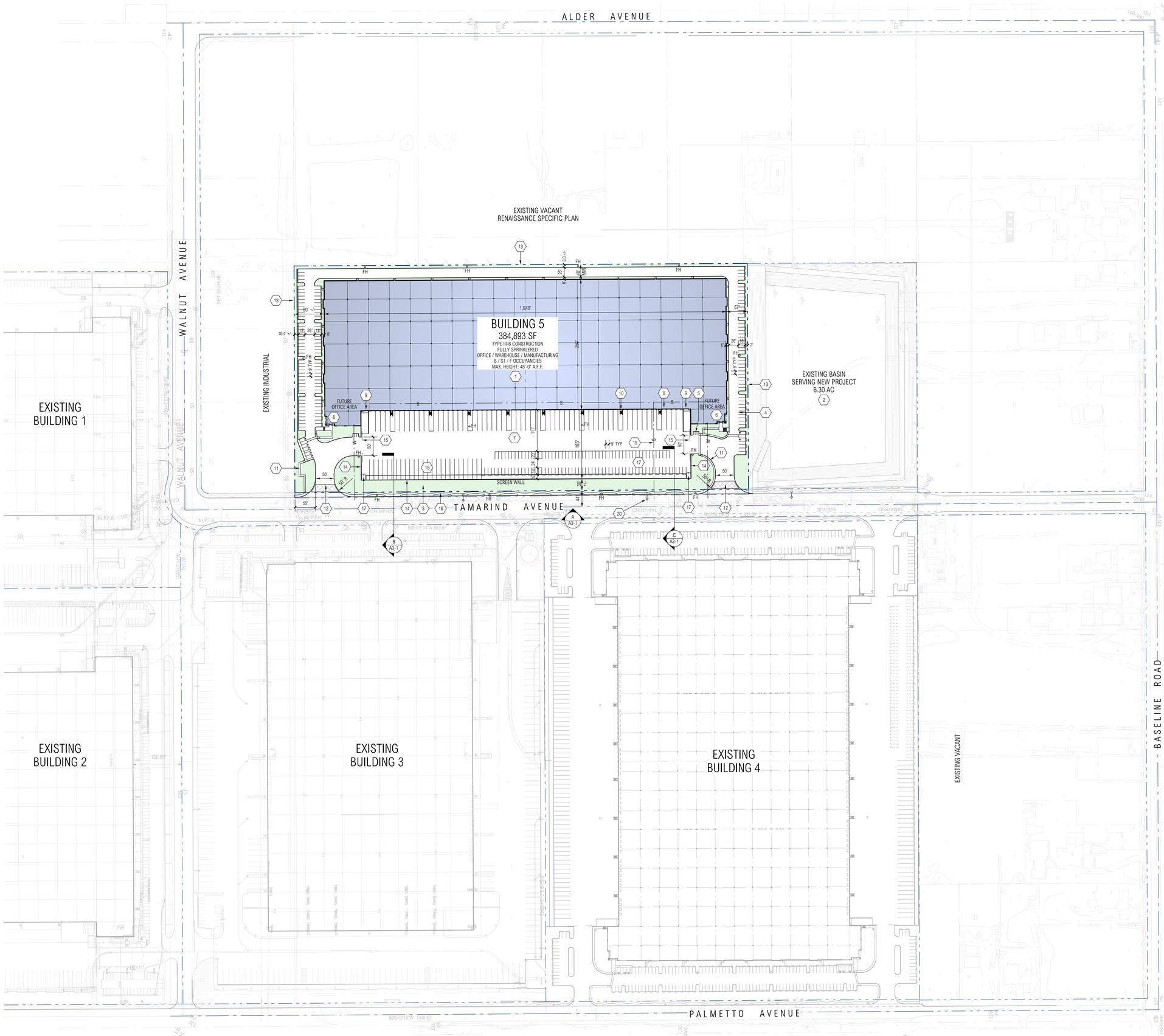

SITE PLAN

SCALE: 1" = 100'-0"

0' 20' 50' 100' 200'

PROJECT DATA

GENERAL PLAN DESIGNATION: BUSINESS PARK W/ SPECIFIC PLAN
ZONING: PLANNED INDUSTRIAL DEVELOPMENT (I-PID) IN THE RIALTO AIRPORT SPECIFIC PLAN

SITE AREA:	737,515 SF / 16.927 AC
BUILDING AREA:	
GROUND FLOOR	384,893 SF
MEZZANINE	0 SF
FIRE PUMP	0 SF
TOTAL	384,893 SF
COVERAGE:	52.19 %
AUTO PARKING REQUIRED:	
20,000 SF OFFICE (1/250 SF)	80 STALLS
10,000 SF WAREHOUSE (1/1000 SF)	10 STALLS
354,893 SF WAREHOUSE (1/2000 SF)	178 STALLS
TOTAL REQUIRED	268 STALLS
AUTO PARKING PROVIDED:	
PROVIDED STALLS	138 STALLS
TRUCK STALLS IN YARD AREA	17 STALLS
AUTO STALLS IN TRUCK YARD	113 STALLS
TOTAL PROVIDED	268 STALLS
MOTORCYCLE STALLS PROVIDED	6 STALLS
LOADING REQUIRED @ 0 - 400,000 SF	6 DOCKS
TRUCK TRAILER PARKING REQUIRED	6 STALLS
LOADING PROVIDED	56 DOCKS
TRUCK TRAILER PARKING PROVIDED	26 STALLS
LANDSCAPE COVERAGE	
TOTAL SITE AREA	737,515 SF
BUILDING AREA	(384,893 SF)
NET SITE AREA FOR LS CALC	352,622 SF
LANDSCAPE AREA REQUIRED	35,262 SF / 10.00%
LANDSCAPE ARE PROVIDED	80,867 SF / 22.93%

KEYNOTES

1. PROPOSED PAINTED CONCRETE TILT-UP WAREHOUSE / OFFICE / MANUFACTURING FACILITY.

2. EXISTING DETENTION BASIN.

3. SHADED AREA: PROPOSED IRRIGATED LANDSCAPING PER GUIDELINES WITH MIN 6" CONCRETE CURBS AT ALL INTERIOR PERIMETERS.

4. TYPICAL STANDARD PARKING STALL MIN. 9' X 20' (OR 18' + 2' OVERHANG) - STRIPE PER STANDARDS.

5. 6' X 10' MOTORCYCLE STALLS.

6. ACCESSIBLE BUILDING ENTRY WITH ADJACENT BICYCLE RACKS AND FIRE DEPARTMENT KNOX-BOX.

7. CONCRETE PAVED TRUCK YARD.

8. DOCK HIGH TRUCK DOOR WITH ADJACENT TRUCK PARKING STALL. SEE ELEVATIONS FOR ADDITIONAL INFO.

9. GRADE LEVEL RAMP DOOR. SEE ELEVATIONS FOR ADDITIONAL INFO.

10. 3' X 7' METAL EXIT DOOR.

11. ON SITE ACCESSIBLE SIDEWALK AND CURB RAMPS.

12. NEW CURB CUT PER STANDARDS, WITH 20' DEEP COLORED AND SCORED DECORATIVE CONCRETE PAVING.

13. 8'-0" STEEL TUBULAR FENCE ALONG INTERIOR PROPERTY LINES.

14. NEW PAINTED CONCRETE TILT-UP SCREEN WALL. WALL SHALL BE 14'-0" MIN. AS MEASURED FROM THE TRUCK COURT SIDE, AND SHALL BE 8'-0" MAX. + BERM AS MEASURED FROM THE STREET SIDE.

15. ROLLING / SWINGING 8'-0" HIGH TUBULAR STEEL SECURITY GATE WITH KNOX BOX FOR FIRE DEPARTMENT ACCESS. GATE SHALL ALSO HAVE A 3' X 7' EMERGENCY EXIT MAN DOOR WITH APPROVED HARDWARE FOR EMERGENCY EGRESS FROM THE TRUCK COURT TO A PUBLIC WAY.

16. NEW STREET AND PARKWAY IMPROVEMENTS WITH MEANDERING SIDEWALK. SEE CIVIL DRAWINGS.

17. PAINTED CONCRETE WALLED TRASH ENCLOSURE WITH PAINTED STEEL GATES WITHIN THE TRUCK COURT.

18. TRUCK TRAILER PARKING STALLS.

19. PROPOSED SEWER AND WATER LINES.

20. PROPOSED / EXISTING STREET LIGHT. SEE CIVIL DRAWINGS.

UTILITIES

NOTE - SEE CIVIL SITE PLAN FOR WATER AND SEWER LOCATIONS.

SEWER:
CITY OF RIALTO
150 S. PALM AVENUE
RIALTO, CA 92376
ATTN: CYRUS NEKOOEE
(909) 820-2525

GAS:
THE GAS COMPANY
1981 W. LUGONIA
REDLANDS, CA 92374-9720
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(909) 335-7503

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(909) 357-6585

TELECOM:
TIME WARNER TELECOM
1500 S. AUTO CENTER DR.
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(909) 975-3342

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AT&T
1265 VAN BUREN ST., RM. 100
ANAHEIM, CA 92807
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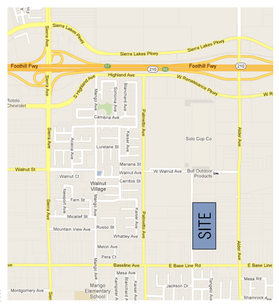
(714) 237-7140

VICINITY MAP



ASSESSOR PARCEL NUMBERS

BUILDING 5: 0240-201-24,26,28,29,36,37,48,49

GENERAL NOTES

1. IMPACT FEES (DIF) WILL BE PAID PRIOR TO BUILDING OCCUPANCY.

2. ALL EXISTING ABOVEGROUND UTILITIES AND UTILITY POLES WITHIN THE RIGHT-OF-WAY AND ON THE PRIVATE PROPERTY OF THE SITE PLAN ARE TOO BE UNDERGROUNDED. SEE CIVIL DRAWINGS FOR ADDITIONAL INFORMATION.

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CONSULTANT

PROFESSIONAL SEALS

PROLOGIS RIALTO
I-210
BUILDING DC #5

0000 TAMARIND AVENUE
RIALTO, CALIFORNIA

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OWNER
17777 CENTER COURT DR NORTH, STE 100
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CONTACT: JIM JACHETTA
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APPLICANT
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CONTACT: DEIRDRE MCCOLLISTER
DMCCOLLISTER@MIGCOM.COM

MARK	DATE	DESCRIPTION
CD		
BID		
PC		
DD		
SD	03/28/2016	SCHEMATIC DESIGN

RGA PROJECT NO:	15087.00
OWNER PROJECT NO:	00000.00
CAD FILE NAME:	15087-00-A1-1P
DRAWN BY:	CF
CHK'D BY:	DR

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SHEET TITLE

SCHEMATIC SITE PLAN
BUILDING 5

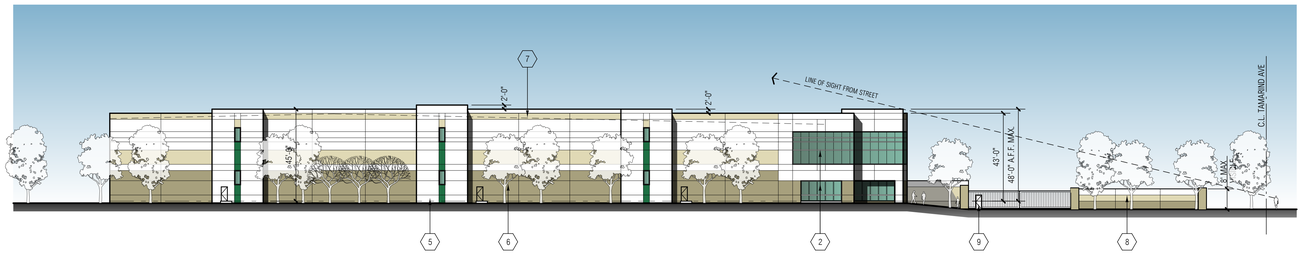
SHEET: A1-1P

FINISH SCHEDULE

1. FIELD COLOR - PLD-1 PARIS WHITE - SHERWIN WILLIAMS CZ-15-19300W
2. ACCENT COLOR - PLD-2 STONE LION - SHERWIN WILLIAMS CZ-15-19301D
3. BASE ACCENT COLOR - PLD-3 TAVERN TAUPE - SHERWIN WILLIAMS CZ-15-19302D
4. PROLOGIS ACCENT COLOR - PLD-4 - DARK GREEN - SHERMIN WILLIAMS CZ15-26390N
5. GLAZING - SEE KEYNOTE 5 - PPG SOLARCOOL AZURIA REFLECTIVE #2.

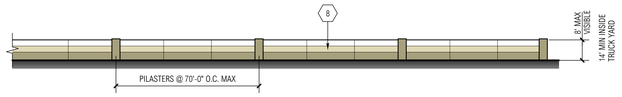
KEYNOTES (XXX)

1. PRIMARY ACCESSIBLE BUILDING ENTRY
2. GREEN GLAZING IN CLEAR ANODIZED ALUMINUM STOREFRONT.
3. PAINTED DOCK HIGH TRUCK LOADING DOOR.
4. PAINTED GRADE LEVEL VAN ACCESS DOOR DOOR.
5. 3' X 7' PAINTED METAL MAN DOOR.
6. PAINTED CONCRETE TILT-UP BUILDING WALL PANEL WITH REVEAL SCORES.
7. ROOF LINE BEHIND PARAPET. ROOF MOUNTED OFFICE HVAC EQUIPMENT SHALL BE HIDDEN FROM VIEW OF ADJACENT ROADWAYS / STREETS.
8. PAINTED CONCRETE TILT-UP SCREEN WALL WITH REVEAL SCORES AND PILASTERS AT 70'-0" MAX. ON CENTER.
9. 8'-0" ROLLING TUBULAR STEEL GATE WITH 3' X 7' MAN GATE FOR EMERGENCY EXIT FROM TRCK YARD.



NORTH ELEVATION

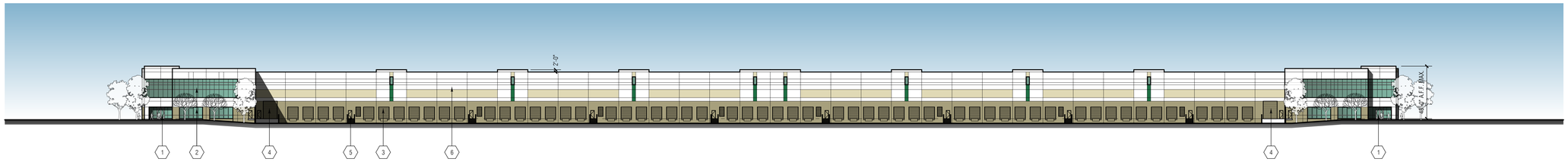
SCALE: 1" = 30'-0"



TYPICAL SCREEN WALL ELEVATION

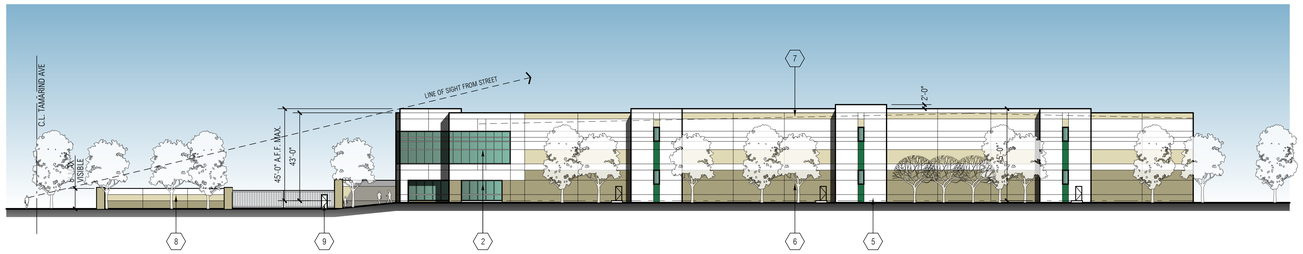
SCALE: 1" = 30'-0"

A



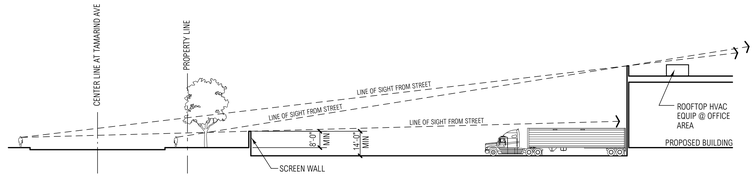
WEST ELEVATION

SCALE: 1" = 40'-0"



SOUTH ELEVATION

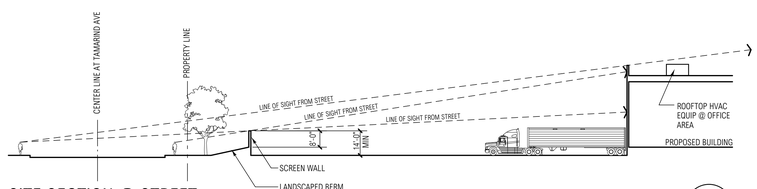
SCALE: 1" = 30'-0"



SITE SECTION @ STREET

SCALE: 1" = 30'-0"

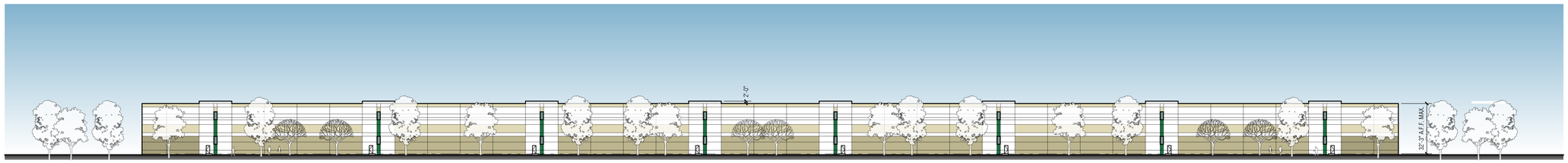
B



SITE SECTION @ STREET

SCALE: 1" = 30'-0"

C



WEST ELEVATION

SCALE: 1" = 40'-0"

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CONSULTANT

PROFESSIONAL SEALS

PROLOGIS RIALTO
I-210
BUILDING DC #5

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RIVERSIDE, CA 92507
T: 951-787-9222
CONTACT: DEIRDRE MCCOLLISTER
DMCCOLLISTER@MIGCOM.COM

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CAD FILE NAME:	15087-01-A3-1P
DRAWN BY:	CF
CHK'D BY:	DR

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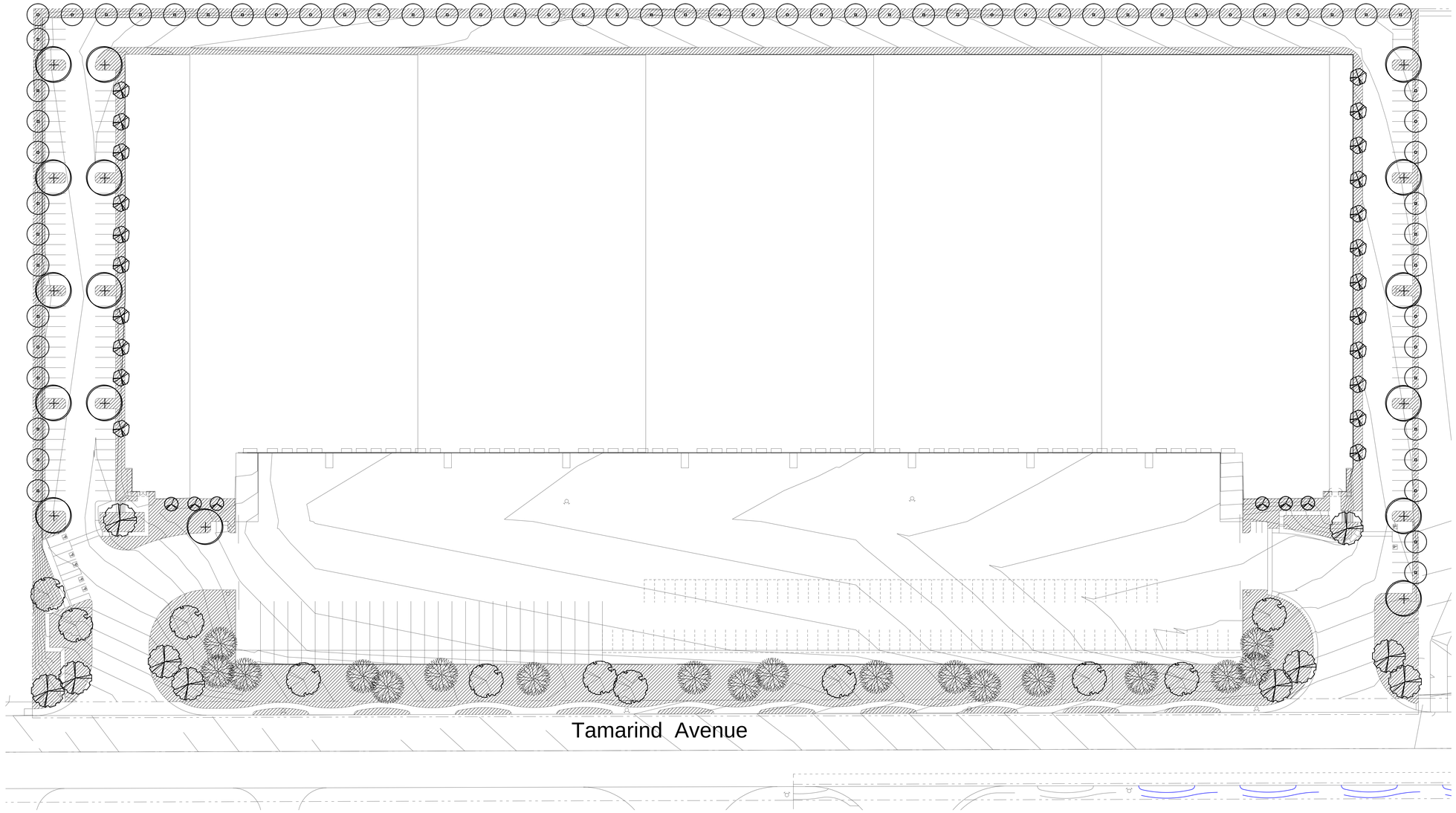
SHEET TITLE

SCHEMATIC ELEVATIONS
BUILDING 5

SHEET: A3-1P



PLANTING LEGEND

TREES

SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
	Chitalpa tashkentnesis Chitalpa	25" Box	15	L	
	Heteromeles arbutifolia Toyon	15 Gal	24	L	
	Koelreuteria bipinnata Chinese Flame Tree	36" Box	6	M	Multi
	Lagerstroemia i 'Muskogee' Crape Myrtle	24" Box	3	M	
	Magnolia g. 'St. Mary' St. Mary Magnolia	24" Box	10	M	Standard
	Platanus racemosa California Sycamore	24" Box	29	M	Multi
	Quercus agrifolia Coast Live Oak	24" Box	12	L	Multi
	Rhus lancea African Sumac	15 Gal	32	L	
	Tristania conferta Brisbane Box	15 Gal	46	M	

SHRUBS

SYMBOL	BOTANICAL/COMMON NAME	SIZE	WUCOLS
	Arbutus unedo Strawberry Tree	5 Gal	L
	Buddleja davidii Butterfly Bush	5 Gal	L
	Cistus sp. Rock Rose	5 Gal	L
	Dietes bicolor Fortnight Lily	5 Gal	M
	Grevillea sp Grevillea	5 Gal	L
	Leucophyllum f. 'Green Cloud' Texas Ranger	5 Gal	L
	Ligustrum j. 'Texanum' Texas Privet	5 Gal	M
	Rhamnus californica Coffeeberry	5 Gal	L
	Rhaphiolepis i. 'Clara' Indian Hawthorn	5 Gal	M
	Rosmarinus o. 'Tuscan Blue' Rosemary	5 Gal	L
	Salvia greggii Autumn Sage	5 Gal	L
	Senna artemisioides Feathery Cassia	5 Gal	L
	Westingia fruticosa Coast Rosemary	5 Gal	L

ACCENTS

SYMBOL	BOTANICAL/COMMON NAME	SIZE	WUCOLS
	Agave vilmoriniana Agave	15 Gal	L
	Anigozanthos flavidus Kangaroo Paw	5 Gal	L
	Dasylerion wheeleri Desert Spoon	15 Gal	L
	Hesperaloe parviflora Red Yucca	15 Gal	L
	Pennisetum s. 'Cupreum' Purple Fountain Grass	5 Gal	L

GROUNDCOVER

SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING	WUCOLS
	Acacia redolens 'Low Boy' Acacia	1 Gal	6' O.C.	L
	Baccharis pilularis Coyote Bush	1 Gal	24" O.C.	L
	Carex pansa Cluster Field Sedge	1 Gal	24" O.C.	L
	Rosmarinus o. 'Prostratus' Prostrate Rosemary	1 Gal	30" O.C.	L

N

0 20' 40' 80'

I-210 Building 5

15-041
10.01.15

Prologis

Rialto California

HUNTER LANDSCAPE
711 FEE ANA STREET PLACENTIA, CA 92870
714.986.2400 FAX 714.986.2408

Prologis Rialto I-210 DC #5
Initial Study | Mitigated Negative Declaration

Prepared for:
Prologis
17777 Center Court Drive North, Suite 100
Cerritos, California 90703

Reviewed and Approved by:
City of Rialto
Planning Division
150 S. Palm Avenue
Rialto, California 92376

Prepared by:
MIG, Inc.
1500 Iowa Avenue, Suite 110
Riverside, California 92507

August 2016

- This document is designed for double-sided printing -

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Appendix E Geotechnical Report
Appendix F Phase I Environmental Site Assessment
Appendix G Preliminary Hydrology Report
Appendix H Preliminary WQMP
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Appendix J Traffic Impact Assessment

1 INTRODUCTION

The City of Rialto (Lead Agency) received applications for Conditional Use Permit (Major), Precise Plan of Design, Tentative Parcel Map (to merge 6 parcels), and Variance (for building height) prepared by Prologis (Project Proponent) for a 384,893 square foot industrial distribution warehouse building located north of Baseline Road, east of Tamarind Avenue, west of Alder Avenue, and south of Walnut Avenue in the City of Rialto, San Bernardino County, California. The approval of the applications constitutes a project that is subject to review under the California Environmental Quality Act (CEQA) 1970 (Public Resources Code, Section 21000 et seq.), and the State CEQA Guidelines (California Code of Regulations, Section 15000 et. seq.).

This Initial Study has been prepared to assess the short-term, long-term, and cumulative environmental impacts that could result from the proposed distribution warehouse.

This report has been prepared to comply with Section 15063 of the State CEQA Guidelines, which sets forth the required contents of an Initial Study. These include:

- A description of the project, including the location of the project (See Section 2);
- Identification of the environmental setting (See Section 2.10);
- Identification of environmental effects by use of a checklist, matrix, or other methods, provided that entries on the checklist or other form are briefly explained to indicate that there is some evidence to support the entries (See Section 4);
- Discussion of ways to mitigate significant effects identified, if any (See Section 4);
- Examination of whether the project is compatible with existing zoning, plans, and other applicable land use controls (See Section 4.10); and
- The name(s) of the person(s) who prepared or participated in the preparation of the Initial Study (See Section 5).

1.1 – Purpose of CEQA

The body of state law known as CEQA was originally enacted in 1970 and has been amended a number of times since then. The legislative intent of these regulations is established in Section 21000 of the California Public Resources Code, as follows:

The Legislature finds and declares as follows:

a) The maintenance of a quality environment for the people of this state now and in the future is a matter of statewide concern.
b) It is necessary to provide a high-quality environment that at all times is healthful and pleasing to the senses and intellect of man.
c) There is a need to understand the relationship between the maintenance of high-quality ecological systems and the general welfare of the people of the state, including their enjoyment of the natural resources of the state.
d) The capacity of the environment is limited, and it is the intent of the Legislature that the government of the State takes immediate steps to identify any critical thresholds for the health and safety of the people of the state and take all coordinated actions necessary to prevent such thresholds being reached.
e) Every citizen has a responsibility to contribute to the preservation and enhancement of the environment.
f) The interrelationship of policies and practices in the management of natural resources and waste disposal requires systematic and concerted efforts by public and private interests to enhance environmental quality and to control environmental pollution.
g) It is the intent of the Legislature that all agencies of the state government which regulate activities of private individuals, corporations, and public agencies which are found to affect the quality of the environment, shall regulate such activities so that major consideration is given to preventing environmental damage, while providing a decent home and satisfying living environment for every Californian.

The Legislature further finds and declares that it is the policy of the State to:

h) Develop and maintain a high-quality environment now and in the future, and take all action necessary to protect, rehabilitate, and enhance the environmental quality of the state.
i) Take all action necessary to provide the people of this state with clean air and water, enjoyment of aesthetic, natural, scenic, and historic environmental qualities, and freedom from excessive noise.
j) Prevent the elimination of fish or wildlife species due to man's activities, ensure that fish and wildlife populations do not drop below self-perpetuating levels, and preserve for future generations representations of all plant and animal communities and examples of the major periods of California history.
k) Ensure that the long-term protection of the environment, consistent with the provision of a decent home and suitable living environment for every Californian, shall be the guiding criterion in public decisions.
l) Create and maintain conditions under which man and nature can exist in productive harmony to fulfill the social and economic requirements of present and future generations.
m) Require governmental agencies at all levels to develop standards and procedures necessary to protect environmental quality.
n) Require governmental agencies at all levels to consider qualitative factors as well as economic and technical factors and long-term benefits and costs, in addition to short-term benefits and costs and to consider alternatives to proposed actions affecting the environment.

A concise statement of legislative policy, with respect to public agency consideration of projects for some form of approval, is found in Section 21002 of the Public Resources Code, quoted below:

> *The Legislature finds and declares that it is the policy of the state that public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects, and that the procedures required by this division are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects. The Legislature further finds and declares that in the event specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof.*

1.2 – Public Comments

Comments from all agencies and individuals are invited regarding the information contained in this Initial Study. Such comments should explain any perceived deficiencies in the assessment of impacts, identify the information that is purportedly lacking in the Initial Study or indicate where the information may be found. All comments on the Initial Study are to be submitted to:

Daniel Casey, Associate Planner
City of Rialto, Planning Division
150 S. Palm Avenue
Rialto, California 92376
(909) 820-2535
dcasey@rialtoca.gov

Following a 20-day period of circulation and review of the Initial Study, all comments will be considered by the City of Rialto prior to adoption.

1.3 – Availability of Materials

All materials related to the preparation of this Initial Study are available for public review. To request an appointment to review these materials, please contact:

Daniel Casey, Associate Planner
City of Rialto, Planning Division
150 S. Palm Avenue
Rialto, California 92376
(909) 820-2535
dcasey@rialtoca.gov

2.1 – Project Title
Prologis Rialto I-210 DC #5

2.2 – Lead Agency Name and Address
Daniel Casey, Associate Planner
City of Rialto, Planning Division
150 S. Palm Avenue
Rialto, California 92376
(909) 820-2535
dcasey@rialtoca.gov

2.3 – Project Sponsor's Name and Address
Jim Jachetta
Prologis
17777 Center Court Drive North, Suite 100
Cerritos, California 90703
(562) 345-9226

2.4 – Project Location
The project site is located north of Baseline Road, east of Tamarind Avenue, west of Alder Avenue, and south of Walnut Avenue in the City of Rialto, San Bernardino County, California. APNs: 0240-201-26, -28, -29, -36, -48, -49
(See Exhibit 1, Regional Context and Vicinity Map)

2.5 – General Plan Land Use Designation
Business Park with a Specific Plan Overlay

2.6 – Zoning District
Planned Industrial Development (I-PID) in the Rialto Airport Specific Plan

2.7 – Project Description
The project includes the construction of a 384,893 square foot distribution warehouse (See Exhibit 2, Site Plan) on 16.9 acres located southeast of the Walnut Avenue and Tamarind Avenue intersection in the City of Rialto, San Bernardino County, California (APNs 0240-201-26, -28, -29, -36, -48, and -49). The proposed design will be a concrete tilt-up building. The project applicant proposes two fifty foot driveways along Tamarind Avenue, one in the northwest corner of the site and one in the southwest corner of the site. End users have not been identified at this time, as such; specific details about the future operation of the facility are not currently available.

The project site is located within the Rialto Airport Specific Plan with a zoning designation of I-PID, Planned Industrial Development, which limits the height of structures to a maximum of 35-feet. The project proposes a concrete tilt-up distribution warehouse with a height of 48-feet, therefore, a variance is required for the construction of the proposed building in order to exceed the 35-foot height limitation (See Exhibit 3, Elevations). However, the proposed project's height will be similar to that of the surrounding warehouses. The proposed project will adhere to the development standards and design guidelines within the Rialto Airport Specific Plan.

<u>Parking</u>
Parking spaces will be located along the northern, southern, and western perimeters of the project site and a drive aisle will be located on the east side of the proposed structure. The project will provide 267 parking stalls, six motorcycle parking stalls, 56 loading docks, and 26 truck trailer parking stalls. The truck trailer parking stalls will be located in the northwestern portion of the project site along Tamarind Avenue. A ten-foot high painted concrete tilt-up screen wall will

be located behind the proposed landscaping and sidewalk improvements along Tamarind Avenue to screen the parking area. The project will include approximately 80,867 square feet (10.96%) of landscaped area.

Construction Scheduling
Construction of the building is anticipated to start in spring of 2016 and take approximately 8 months to complete.

Grading and Drainage
According to the Conceptual Grading Plan, the project site will require approximately 103,702 cubic yards of cut and 111,099 of fill resulting in an import of 7,397 cubic yards. No export will occur.

An existing infiltration basin is located directly south of the project site and will be used to attenuate the difference between the existing drainage condition and the proposed drainage condition. The infiltration basin will also serve to mitigate first flush discharge and address water quality requirements. Runoff from the western portion of the proposed project site including the proposed truck yard will drain from north to south into a proposed catch basin located at the southwest corner of the proposed building and ultimately be discharged into the existing infiltration basin. Runoff from the eastern portion of the of the proposed project site including the proposed drive aisle will drain south to a proposed catch basin and ultimately be discharged into the existing infiltration basin.

Utilities
The proposed project will connect to an existing 12-inch sewer line in Tamarind Avenue via a six-inch sewer lateral line and will connect to an existing six-inch water line in Tamarind Avenue.

2.8 – Surrounding Land Uses

Table 1 (Surrounding Land Uses) lists the existing land use, General Plan Designations, and Zoning districts surrounding the project site.

Table 1
Surrounding Land Uses

Direction	General Plan Designation	Zoning District	Existing Land Use
Project Site	Business Park	Rialto Airport Specific Plan	Vacant with one single-family home
North	Business Park	Rialto Airport Specific Plan	Industrial uses and warehouses
South	Specific Plan	Renaissance Specific Plan	Infiltration basin
East	Specific Plan	Renaissance Specific Plan	Vacant with three single-family homes
West	Business Park	Rialto Airport Specific Plan	Warehouse and vacant land

2.9 – Environmental Setting

The project site is vacant with the exception of one single-family home (See Exhibit 4, Site Photos). Industrial uses and warehouses are located to the north and west of the project site. An infiltration basin is located south of the project site and vacant land and three single-family homes and vacant land are located to the east. Interstate 210 is located approximately 0.7 mile north of the project site and Rialto Airport is located approximately 0.5 mile to the east. The project site slopes from north to south with an approximately two percent slope. The elevation at the center of the site is approximately 1,450 feet above mean sea level (amsl).

2.10 – Required Approvals

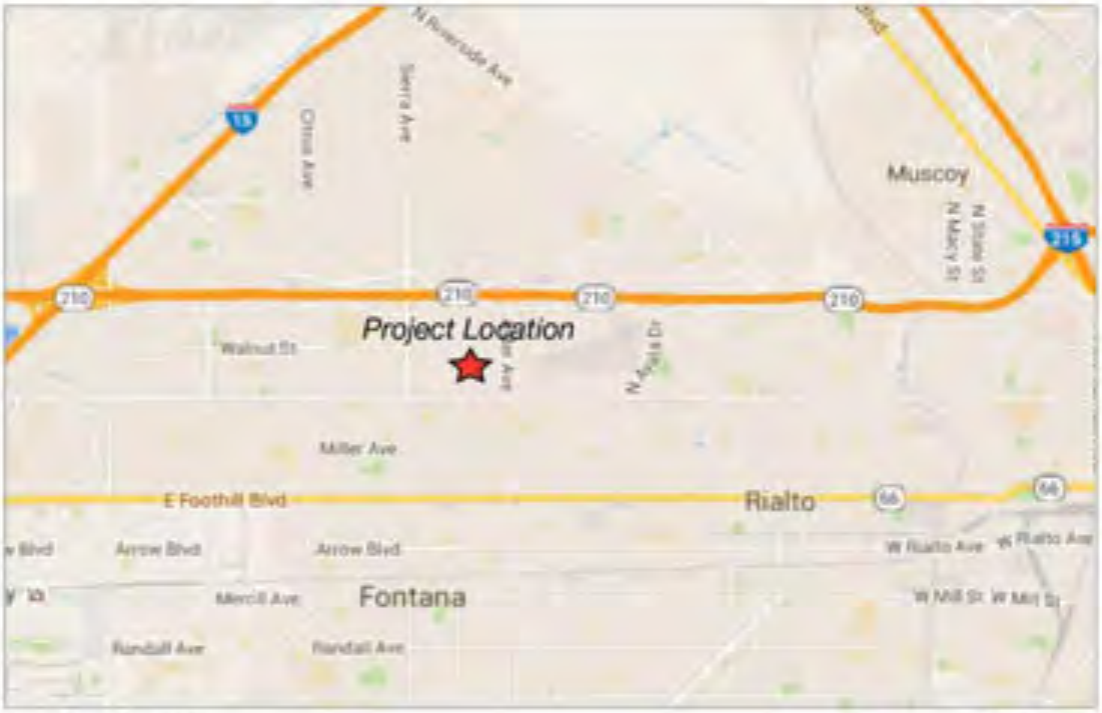
The City of Rialto is the only land use authority for this project and this project will require the following City approvals:

- Conditional Use Permit (Major)
- Precise Plan of Design

- Tentative Parcel Map (to merge 6 parcels)
- Variance (for building height)

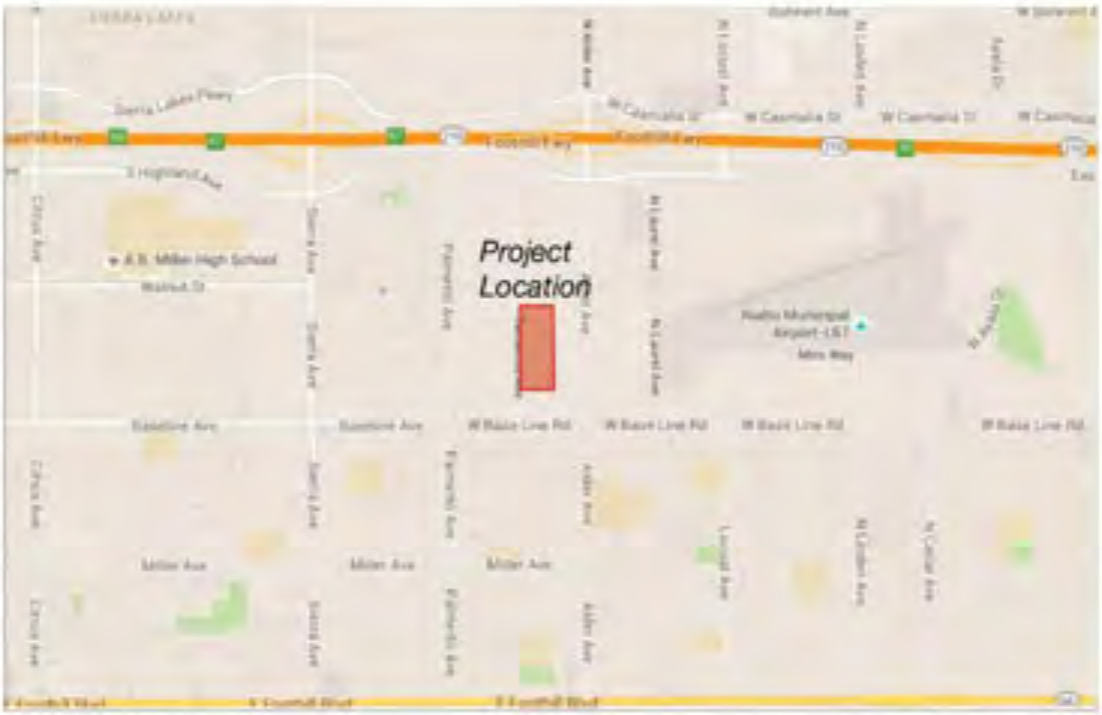
2.11 – Other Public Agency Whose Approval is Required

None



Source: Google Maps, 2013

Regional

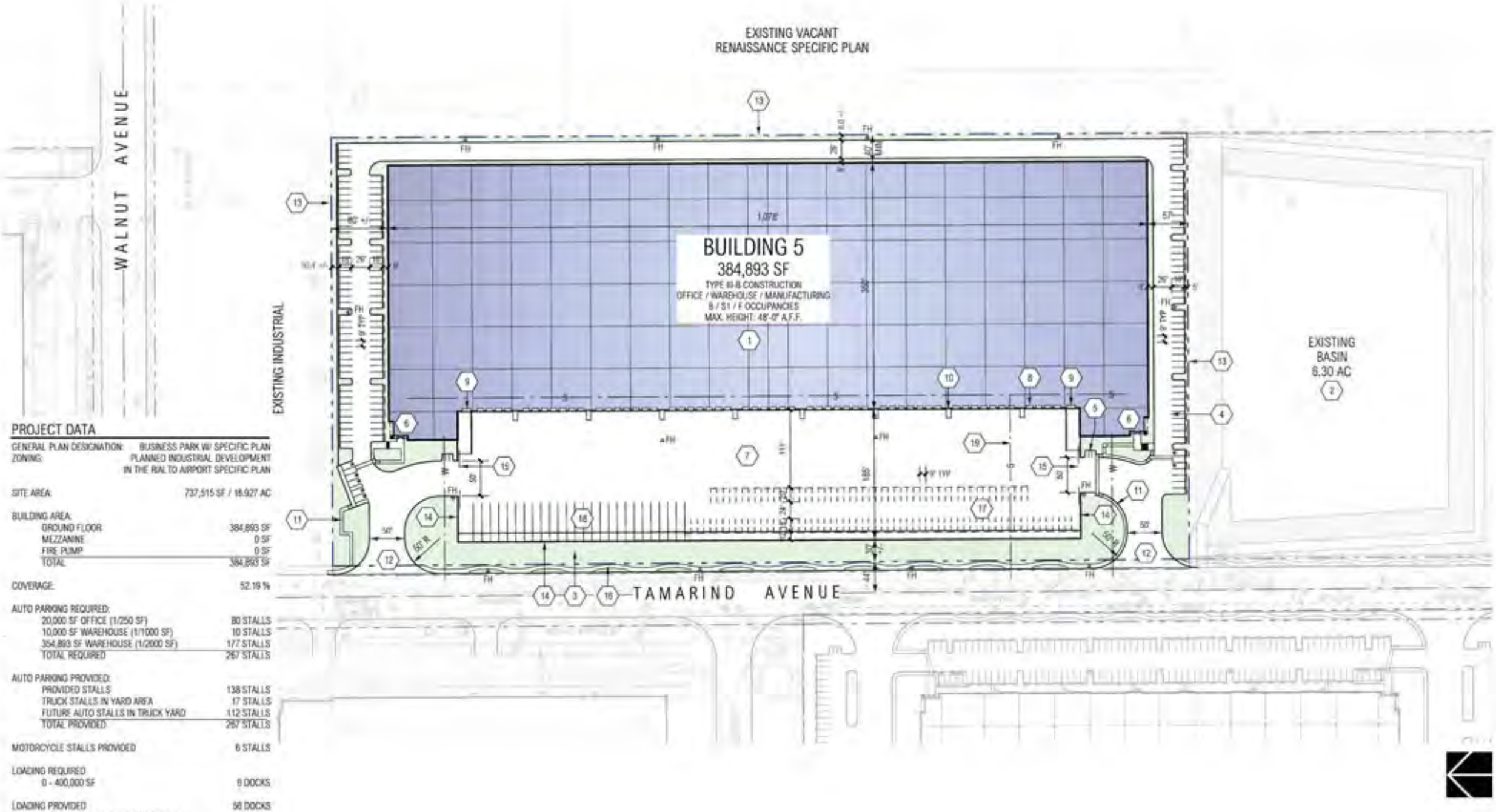


Source: Google Maps, 2013

Vicinity

Exhibit 1 Regional and Vicinity Map

Prologis Rialto I-210 DC #5
Rialto, San Bernardino County, California



PROJECT DATA

GENERAL PLAN DESIGNATION:	BUSINESS PARK W/ SPECIFIC PLAN
ZONING:	PLANNED INDUSTRIAL DEVELOPMENT IN THE RIALTO AIRPORT SPECIFIC PLAN
SITE AREA	737,515 SF / 16.927 AC
BUILDING AREA:	
GROUND FLOOR	384,893 SF
MEZZANINE	0 SF
FIRE PUMP	0 SF
TOTAL	384,893 SF
COVERAGE:	52.19 %
AUTO PARKING REQUIRED:	
20,000 SF OFFICE (1/250 SF)	80 STALLS
10,000 SF WAREHOUSE (1/1000 SF)	10 STALLS
354,893 SF WAREHOUSE (1/2000 SF)	177 STALLS
TOTAL REQUIRED	267 STALLS
AUTO PARKING PROVIDED:	
PROVIDED STALLS	138 STALLS
TRUCK STALLS IN YARD AREA	17 STALLS
FUTURE AUTO STALLS IN TRUCK YARD	112 STALLS
TOTAL PROVIDED	267 STALLS
MOTORCYCLE STALLS PROVIDED	6 STALLS
LOADING REQUIRED	
0 - 400,000 SF	6 DOCKS
LOADING PROVIDED	58 DOCKS
TRUCK TRAILER PARKING STALLS PROVIDED	26 STALLS
LANDSCAPE AREA	80,867 SF 10.96%

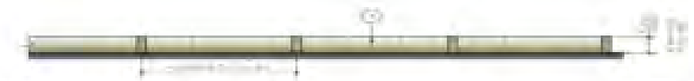
Source: RGA Architects
http://www.mggpm.com • 951.787.9222

MG Hogle-Ireland

Exhibit 2 Site Plan

Prologis Rialto I-210 DC #5
Rialto, San Bernardino, California

NORTH ELEVATION



TYPICAL SCREEN WALL ELEVATION

A

WEST ELEVATION

SOUTH ELEVATION

SITE SECTION @ STREET

B

SITE SECTION @ STREET

C

WEST ELEVATION

Source: RGA 03/28/16

Exhibit 3 Site Elevations

Prologis Rialto I-210 DC #5

Rialto, San Bernadino County, California

Exhibit 4 Photo Location Map

Prologis Rialto I-210 DC #5
Rialto, San Bernardino, California

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Exhibit 4a Photographic Survey

MIG Hogle-Ireland

Prologis Rialto I-210 DC #5
Rialto, San Bernardino County, California

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Exhibit 4b Photographic Survey

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Exhibit 4c Photographic Survey

MIG Hogle-Ireland

Prologis Rialto I-210 DC #5
Rialto, San Bernardino County, California

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Exhibit 4d Photographic Survey

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Exhibit 4e Photographic Survey

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3.1 – Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a 'Potentially Significant Impact' as indicated by the checklist on the following pages.

☐	Aesthetics	☐	Agriculture Resources	☐	Air Quality
☐	Biological Resources	☐	Cultural Resources	☐	Geology /Soils
☐	Greenhouse Gas Emissions	☐	Hazards & Hazardous Materials	☐	Hydrology / Water Quality
☐	Land Use / Planning	☐	Mineral Resources	☐	Noise
☐	Population / Housing	☐	Public Services	☐	Recreation
☐	Transportation/Traffic	☐	Utilities / Service Systems	☐	Mandatory Findings of Significance

3.2 – Determination

☐	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
☒	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
☐	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
☐	I find that the proposed project MAY have a 'potentially significant impact' or 'potentially significant unless mitigated' impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
☐	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Name: Daniel Casey, Associate Planner	Date

4.1 – Aesthetics

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
A) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
B) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within view from a state scenic highway?	☐	☐	☐	☒
C) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
D) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

A) **Less than Significant Impact.** Scenic vistas can be impacted by development in two ways. First, a structure may be constructed that blocks the view of a vista. Second, the vista itself may be altered (i.e., development on a scenic hillside).

The project site is vacant with the exception of one single-family home. Industrial uses and warehouse are located to the north, an infiltration basin is located to the south, vacant land and approximately three single-family homes are located to the east, and a warehouse and vacant land are located to the west. According to the General Plan, views of the San Gabriel and San Bernardino Mountains and the foothills provide the backdrop for creating scenic vistas throughout the City.[1]

The project site is located within the Rialto Airport Specific Plan with a zoning designation of I-PID, Planned Industrial Development, which limits the height of structures to a maximum of 35-feet. The project proposes a concrete tilt-up distribution warehouse with a height of 48-feet, therefore, a variance is required for the construction of the proposed building in order to exceed the 35-foot height limitation.

General Plan policies 2-14.1 and 2-14.2 require that building heights be consistent with the scale of surrounding, existing development in order to protect scenic views. The proposed project's height will be similar to that of the surrounding warehouses. In addition, the proposed project is located approximately 4.5 miles south of the foothills and thus will not have a substantial adverse effect on a scenic vista. With adherence to General Plan policies 2-14.1 and 2-14.2, the proposed project will have less than significant impacts on scenic views.

B) **No Impact.** The project site is not adjacent to a designated state scenic highway as identified on the California Scenic Highway Mapping System.[2] Furthermore, the project site is vacant with the exception of one single-family home and does not contain any scenic resources such as trees, rock outcroppings, or historic buildings. Considering there are no state scenic highways located in the City of Rialto and no scenic resources are located on the project site or will be altered as a result of the project, no impact will occur.

C) **Less than Significant Impact.** Degradation of visual character or quality is defined by substantial changes to the existing site appearance through construction of structures such that they are poorly designed or conflict with the site's existing surroundings.

Construction of the proposed distribution warehouse would alter the existing visual character of the 16.9-acre site. However, the project site is located in an area designated for industrial uses. The project site is located within the Rialto Airport Specific Plan with a zoning designation of I-PID, Planned Industrial Development, which limits the height of structures to a maximum of 35-feet. The project proposes a concrete tilt-up distribution warehouse with a height of 48-feet, therefore, a variance is required for the construction of the proposed building in order to exceed the 35-foot height limitation. However, the proposed project's height will be similar to that of the surrounding warehouses. The proposed project will adhere to the development standards and design guidelines within the Rialto Airport Specific Plan.

General Plan policy 2-21.3 encourages encourage the arrangement of structures on the site to allow for adequate screening of parking and loading areas. General Plan policy 2-22.3 requires that landscape plantings be incorporated into commercial and industrial projects to define and emphasize entrances. The proposed building will be of concrete tilt up panel style construction with an architecturally enhanced main entrance. A ten-foot painted concrete tilt-up screen wall will be located on the western side of the project site behind the proposed landscaping and sidewalk improvements along Tamarind Avenue to screen the truck parking area. Development of the proposed project will improve the overall character of the area by introducing a high-quality design, sidewalks, and landscaping. With adherence to the Specific Plan development standards, design guidelines, and General Plan policies, the project will have less than significant impacts on the visual character of the site and the surroundings.

D) **Less than Significant Impact.** Excessive or inappropriately directed lighting can adversely impact night-time views by reducing the ability to see the night sky and stars. Glare can be caused from unshielded or misdirected lighting sources. Reflective surfaces (i.e., polished metal) can also cause glare. Impacts associated with glare range from simple nuisance to potentially dangerous situations (i.e., if glare is directed into the eyes of motorists).

Development of the proposed project will require installation of outdoor lighting necessary for public safety and maintenance, as well as to accommodate nighttime business operations. The proposed project could involve nighttime activities that would result in additional sources of light in the night. However, all lighting will comply with the development standards contained in the Rialto Municipal Code (18.61.140) which states that all exterior lighting shall be designed to avoid spill-over glare beyond the site boundaries and the level of lighting shall not exceed one foot-candle at any nonresidential property line. General Plan Policy 2-14.3 requires the use of building materials that do not produce glare, such as polished metals or reflective windows. The project site is surrounded by industrial and warehouse uses to the north and west and there is currently substantial nighttime lighting in the surrounding areas of the project site due to surrounding developments and the general urban character of the area. Addition of new sources of permanent light and glare as a result of implementation of the proposed project would not significantly increase ambient lighting in the project vicinity. Moreover, due to the built nature of the project area, there is a significant existing amount of ambient light both in the project area and in the immediately surrounding vicinity. With adherence to Municipal Code requirements and General Plan policy, impacts will be less than significant.

4.2 – Agriculture and Forest Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
A)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
B)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
C)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104 (g))?	☐	☐	☐	☒
D)	Result in loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
E)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

A) **No Impact.** According to the Map of Important Farmland for southern San Bernardino County, the project site is not designated as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance.[3] The project site is designated as Other Land, which includes uses such as low density rural developments and vacant non-agricultural land surrounded on all sides by urban development. No agricultural uses exist in the project vicinity. No impacts related to the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use will occur.

B) **No Impact.** According to the General Plan, agricultural operations in Rialto are limited to a single private citrus grove, and few agricultural activities occur in the immediate region. The City permits general agricultural uses in the Agricultural Zone (A-1), but this is a holdover zone from many years past and the City has plans to eliminate the zone.

According to the 2013-2012 Southern San Bernardino County Williamson Act Map, the project site is categorized as non-Williamson Act land. The project site is specifically categorized as land not enrolled in a Williamson Act contract and not mapped by the Farmland Mapping and Monitoring Program as Urban and Built-Up Land or Water.[4] In addition the project is currently zoned Planned Industrial Development (I-PID) in the Rialto Airport Specific Plan which designates the site for industrial use. Therefore, there will be no conflict with existing zoning for agricultural use or a Williamson Act contract and there will be no impacts.

C) **No Impact.** Public Resources Code Section 12220(g) identifies forest land as 'land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.' The project site and surrounding properties are not currently being managed or used for forest land as identified in Public Resources Code Section 12220(g). The project site is zoned for industrial uses and minimal vegetation currently exists on the project site. Therefore, development of this project will have no impact to any timberland zoning.

D) **No Impact.** The project site is vacant with the exception of one single-family home and minimal vegetation exists on the project site. The project site is not being managed or used for forest land and is not zoned for forest land use; thus, there will be no loss of forest land or conversion of forest land to non-forest use as a result of this project.

E) **No Impact.** The project site is vacant and no vegetation exists on the project site. Industrial uses surround the project site on the north and west. An infiltration basin is located to the south and vacant land and approximately three single-family homes are located to the east. None of the surrounding sites contain existing agricultural or forest uses. Development of this project will not change the existing environment in a manner that will result in the conversion of farmland to non-agricultural use or forest land to a non-forest use. No impacts will occur.

4.3 – Air Quality

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
A)	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
B)	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☒	☐	☐
C)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☒	☐	☐
D)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
E)	Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒

To determine if maximum daily criteria pollutant emissions from construction and operation of the proposed project are significant, the SCAQMD significance thresholds are used. These thresholds are identified in Table 2 (SCAQMD Maximum Daily Emissions Thresholds (lbs/day)).

Table 2
SCAQMD Maximum Daily Emissions Thresholds (lbs/days)

Pollutant	Construction	Operation
NO_X	100	55
VOC/ROG	75	55
PM_{10}	150	150
$PM_{2.5}$	55	55
SO_X	150	150
CO	550	550
Lead	3	3
Source: SCAQMD 2015		

A) **Less than Significant Impact.** A significant impact could occur if the proposed project conflicts with or obstructs the implementation of South Coast Air Basin 2012 Air Quality Management Plan. Conflicts and obstructions that hinder implementation of the AQMP can delay efforts to meet attainment deadlines for criteria pollutants and maintaining existing compliance with applicable air quality standards. Pursuant to the methodology provided in Chapter 12 of the 1993 SCAQMD CEQA Air Quality Handbook, consistency with the South Coast Air Basin 2012 Air Quality Management Plan (AQMP) is affirmed when a project (1) does not increase the frequency or severity of an air

quality standards violation or cause a new violation and (2) is consistent with the growth assumptions in the AQMP.[5] Consistency review is presented below:

1. The project would result in short-term construction and long-term pollutant emissions that are less than the CEQA significance emissions thresholds established by the SCAQMD, as demonstrated in Section 4.3 et seq of this report; therefore, the project could not result in an increase in the frequency or severity of any air quality standards violation and will not cause a new air quality standard violation.

2. The CEQA Air Quality Handbook indicates that consistency with AQMP growth assumptions must be analyzed for new or amended General Plan elements, Specific Plans, and significant projects. Significant projects include airports, electrical generating facilities, petroleum and gas refineries, designation of oil drilling districts, water ports, solid waste disposal sites, and off-shore drilling facilities; therefore, the proposed project is not defined as significant. This project does not include a General Plan Amendment and therefore does not required consistency analysis with the AQMP.

Based on the consistency analysis presented above, the proposed project will not conflict with the AQMP.

B) **Less than Significant Impact with Mitigation Incorporation.** A project may have a significant impact if project related emissions would exceed federal, state, or regional standards or thresholds, or if project-related emissions would substantially contribute to existing or project air quality violations. The proposed project is located within the South Coast Air Basin, where efforts to attain state and federal air quality standards are governed by the SCAQMD. Both the State of California (State) and the Federal government have established health-based ambient air quality standards (AAQS) for seven air pollutants (known as 'criteria pollutants'). These pollutants include ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), inhalable particulate matter with a diameter of 10 microns or less (PM_{10}), fine particulate matter with a diameter of 2.5 microns or less ($PM_{2.5}$), and lead (Pb). The state has also established AAQS for additional pollutants. The AAQS are designed to protect the health and welfare of the populace within a reasonable margin of safety. Where the state and federal standards differ, California AAQS are more stringent than the national AAQS.

Air pollution levels are measured at monitoring stations located throughout the air basin. Areas that are in nonattainment with respect to federal or state AAQS are required to prepare plans and implement measures that will bring the region into attainment. Table 2 (South Coast Air Basin Attainment Status) summarizes the attainment status in the Basin for the criteria pollutants. Discussion of potential impacts related to short-term construction impacts and long-term area source and operational impacts are presented below.

Table 3
South Coast Air Basin Attainment Status

Pollutant	Federal	State
O_3 (1-hr)	--	Nonattainment
O_3 (8-hr)	Nonattainment	Nonattainment
PM_{10}	Attainment	Nonattainment
$PM_{2.5}$	Nonattainment	Nonattainment
CO	Attainment	Attainment
NO_2	Attainment	Attainment
SO_2	Attainment	Attainment
Pb	Nonattainment	Attainment
VRP	--	Unclassified
SO_4	--	Attainment
H_2S	--	Unclassified
Sources: ARB 2015		

Construction

Short-term criteria pollutant emissions will occur during demolition, site grading, building construction, paving, and architectural coating activities. Emissions will occur from use of equipment, worker, vendor, and hauling trips, and disturbance of onsite soils (fugitive dust). To determine if construction of the proposed project could result in a significant air quality impact, the California Emissions Estimator Model (CalEEMod) has been utilized. CalEEMod defaults have generally been used as construction inputs into the model (see Appendix A for input values). The methodology for calculating emissions is included in the CalEEMod User Guide, freely available at http://www.caleemod.com.

It was estimated that 4,048 square feet of existing, on-site structures will be demolished to accommodate the project. Construction of the building is anticipated to begin in early 2016 and complete in July 2017. CalEEMod defaults for construction schedule phase duration and equipment needs were utilized. It is anticipated that approximately 7,397 cubic yards of soil will be imported during grading activities. Based on the results of the model, maximum daily emissions from the construction of the project will result in excessive emissions of volatile organic chemicals (identified as reactive organic gases) associated with interior and exterior coating activities. To compensate for excessive VOC emissions from coating activities, the model includes use of a minimum 0 grams per liter (g/l) VOC content for interior coatings and 50 g/l for exterior coatings. Use of low-VOC coatings during construction activities will reduce VOC emissions to 27.72 lbs/day, less than the threshold established by SCAQMD. The requirement for use of low-VOC coatings has been included as Mitigation Measure AQ-1. Impacts will be less than significant with mitigation incorporated. The results of the CalEEMod outputs with mitigation incorporated are summarized in Table 3 (Daily Construction Emissions).

In order to reduce emissions of oxides of nitrogen (NOX) from construction equipment during construction activity, CalEEMod was run with implementation of Tier IV emission standards for all off-road construction equipment. Tier IV emissions standards are established by the EPA for emissions of hydrocarbons, oxides of nitrogen, carbon monoxide, and particulate matter in off-road diesel engines.[6] The final rule (40 CFR 89, Federal Register Document 96-32970) for off-road engine emissions began in 1996 as part of a 'tiered' system by which new engines must meet that year's emissions standards. Standards vary between years, based on the horsepower of the engine. Tier I standards were in place generally between 1996 and 2005. Tier II standards were phased in between 2001 through 2010. Tier III standards were phased in starting in 2006 and are currently applicable to engines with a horsepower between 75 and 174. Interim Tier IV and Tier IV standards have been established for future engines through 2020. Full compliance (100 percent) with Tier IV standards was required to be demonstrated by October 1, 2014. Mitigation Measure AQ-2 requires that off-road equipment for all construction phases meet Tier IV standards. With implementation of Mitigation Measure AQ-2, emissions will not exceed SCAQMD thresholds for NOX. Impacts will be less than significant with mitigation incorporated.

Table 4
Daily Construction Emissions (lbs/day)

Source	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Summer						
2016	2.63	14.35	49.58	0.10	7.31	3.99
2017	27.72	13.25	46.96	0.10	4.44	1.34
Winter						
2016	2.75	14.78	50.44	0.09	7.31	3.99
2017	27.72	13.63	47.88	0.09	4.44	1.34
Threshold	75	100	550	150	150	55
Substantial?	No	No	No	No	No	No

Mitigation Measures

AQ-1 Prior to issuance of building permits, the City Building Official shall verify that construction plans submitted by the project proponent reflect use of architectural coatings where the content of volatile

organic compounds (VOC) does not exceed zero grams per liter (g/l) for interior and 50 g/l for exterior residential and non-residential applications. The applicant shall construct the project with such coatings only. This measure shall be verified through standard building inspections. The applicant shall bear the cost of implementing this mitigation.

AQ-2 Prior to issuance of grading permits, the Building and Safety Department shall verify that construction plans specify use of construction equipment that utilizes a Tier IV engine emissions output equivalent for all construction activity. The construction equipment requirements as specified on the grading plans shall be verified and enforced by the Building and Safety Department.

Operational and Area Sources

Long-term criteria air pollutant emissions will result from the operation of the proposed project. Long-term emissions are categorized as area source emissions, energy demand emissions, and operational emissions. Operational emissions will result from automobile, truck, and other vehicle sources associated with daily trips to and from the project. Area source emissions are the combination of many small emission sources that include use of outdoor landscape maintenance equipment, use of consumer products such as cleaning products, and periodic repainting of the proposed project. Energy demand emissions result from use of electricity and natural gas. Emissions from area sources were estimated using CalEEMod defaults.

The California Emissions Estimator Model (CalEEMod) was utilized to estimate mobile source emissions. Trip generation (3.56 vehicle daily trips per 1,000 SF) is based on the trip generation rates utilized in the project traffic study.[7] Based on SCAQMD recommendations, an average rate of 0.64 trucks per 1,000 square feet has been applied for purposes of this analysis.[8] Passenger vehicles will consist of 61.80 percent of the fleet mix, light-duty trucks will consist of 6.46 percent of the fleet mix, medium-heavy duty trucks will consist of 8.70 percent of the truck trips, and heavy-heavy duty truck trips consist of 23.04 percent of the fleet mix. Trip lengths have been adjusted based on a study of metropolitan commercial and freight travel conducted by the National Cooperative Highway Research Program. According to observed data collected in the field for the Southern California Association of Governments (SCAG) region, trip lengths for similar uses are estimated at 5.92 miles for light-duty trucks, 13.06 for medium-duty trucks, and 22.40 for heavy-duty trucks. Total vehicle miles were calculated using the average daily trips for each vehicle class and divided by total daily truck trips to get to an average truck distance of 17.41 miles. The assumptions used in the model account for a variety of operational measures future tenants of the building may employ in accordance with conditions of approval required by the City, including limitations on on-site idling and proper maintenance, repair, and improvements to exhaust filters (mufflers). Specific actions that future tenants may employ cannot be incorporated at this time because a tenant has not leased the building and thus operations of the building are only generally known. Considering existing regulations and the City's standard conditions of approval for this type of building, a reduction in running NOX emissions by 91 percent and a reduction in idling NOX emissions by 45 percent is reasonable. Assuming an opening year of 2019, the results of the CalEEMod model for summer and winter operation of the project are summarized in Table 10 (Operational Daily Emissions). Based on the results of the model, operational emissions associated with operation the project will not exceed the thresholds established by SCAQMD.

Table 5
Operational Daily Emissions (lbs/day)

Source	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Summer						
Area Sources	17.61	0.00	0.05	0.00	0.00	0.00
Energy Demand	0.02	0.22	0.19	0.00	0.02	0.02
Mobile Sources	7.71	38.60	100.23	0.38	19.99	6.32
Summer Total	*25.34*	*38.82*	*100.46*	*0.38*	*20.01*	*6.34*
Winter						
Area Sources	17.61	0.00	0.05	0.00	0.00	0.00
Energy Demand	0.02	0.22	0.19	0.00	0.02	0.02
Mobile Sources	8.01	42.60	107.36	0.37	19.99	6.33
Winter Total	*25.64*	*42.82*	*107.59*	*0.38*	*20.01*	*6.34*
Threshold	55	55	550	150	150	55
Substantial?	No	No	No	No	No	No

C) **Less than Significant Impact with Mitigation Incorporation.** Cumulative short-term, construction-related emissions from the project will not contribute considerably to any potential cumulative air quality impact because short-term project emissions will be less than significant with mitigation incorporated (Mitigation Measures AQ-1 and AQ-2) and other concurrent construction projects in the region will be required to implement standard air quality regulations and mitigation pursuant to State CEQA requirements, just as this project has.

The SCAQMD CEQA Air Quality Handbook identifies methodologies for analyzing long-term cumulative air quality impacts for criteria pollutants for which the Basin is nonattainment. These methodologies identify three performance standards that can be used to determine if long-term emissions will result in cumulative impacts. Essentially, these methodologies assess growth associated with a land use project and are evaluated for consistency with regional projections. These methodologies are outdated, and are no longer recommended by SCAQMD. SCAQMD allows a project to be analyzed using the projection method such that consistency with the AQMP will indicate that a project will not contribute considerably to cumulative air quality impacts. As discussed in AQMP Consistency, the proposed project is consistent with growth assumptions in the AQMP, and would not exceed any applicable SCAQMD thresholds for short- and long-term emissions. Therefore, the proposed project will not contribute to any potential cumulative air quality impacts.

D) **Less than Significant Impact.** Sensitive receptors are those segments of the population that are most susceptible to poor air quality such as children, the elderly, the sick, and athletes who perform outdoors. Land uses associated with sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes.

Localized Significance Thresholds
As part of SCAQMD's environmental justice program, attention has recently been focusing more on the localized effects of air quality. Although the region may be in attainment for a particular criteria pollutant, localized emissions from construction activities coupled with ambient pollutant levels can cause localized increases in criteria pollutant that exceed national and/or State air quality standards.

Construction-related criteria pollutant emissions and potentially significant localized impacts were evaluated pursuant to the SCAQMD Final Localized Significance Thresholds Methodology. This methodology provides screening tables for one through five acre project scenarios, depending on the amount of site disturbance during a day using the Fact Sheet for equipment usage in CalEEMod.[9] Daily oxides of nitrogen (NO_X), carbon monoxide (CO), and particulate matter (PM_{10} and $PM_{2.5}$) emissions will occur during construction of the project, grading of the project site, and paving of facility parking lots and drive aisles. Table 6 (Localized Significance Threshold Analysis) summarize on- and off-site emissions as compared to the local thresholds established for Source Receptor Area

(SRA) 34 (Central San Bernardino Valley). Based on the use of four tractors and three dozers during site preparation activities, a 3.5-acre threshold will be used (using linear regression). A 100-meter receptor distance was used to reflect the proximity of residential uses to the east and southwest of the project site. Note that particulate matter emissions account for daily watering required by SCAQMD Rule 403 (three times per day for a 61 percent reduction in fugitive dust). Emissions from construction activities will not exceed any localized threshold.

Table 6
Localized Significance Threshold Analysis (lbs/day)

Phase	CO	NO_X	PM_{10}	$PM_{2.5}$
Demolition	23.83	2.05	0.14	0.07
Site Preparation	21.24	2.06	7.11	3.94
Grading	34.78	3.28	3.49	1.51
Building Construction	17.41	2.23	0.04	0.04
Paving	16.93	1.19	0.04	0.04
Architectural Coating	1.83	0.13	0.00	0.00
Threshold	**3,417**	**318**	**53**	**14**
Potentially Substantial?	**No**	**No**	**No**	**No**

Operation-related LSTs become of concern when there are substantial on-site stationary sources that could impact surrounding receptors. The proposed project does not include such on-site operations; therefore, impacts related to operational LSTs will not occur. Impacts will be less than significant.

Carbon Monoxide Hotspots

A carbon monoxide (CO) hotspot is an area of localized CO pollution that is caused by severe vehicle congestion on major roadways, typically near intersections. CO hotspots have the potential to violate State and Federal CO standards at intersections, even if the broader Basin is in attainment for Federal and State levels. The California Department of Transportation Project-Level Carbon Monoxide Protocol (Protocol) screening procedures have been utilized to determine if the proposed project could potentially result in a CO hotspot. Based on the recommendations of the Protocol, a screening analysis should be performed for the proposed project to determine if a detailed analysis will be required. The California Department of Transportation notes that because of the age of the assumptions used in the screening procedures and the obsolete nature of the modeling tools utilized to develop the screening procedures in the Protocol, they are no longer accepted. More recent screening procedures based on more current methodologies have been developed. The Sacramento Metropolitan Air Quality Management District (SMAQMD) developed a screening threshold in 2011 which states that any project involving an intersection experiencing 31,600 vehicles per hour or more will require detailed analysis. In addition, the Bay Area Air Quality Management District developed a screening threshold in 2010 which states that any project involving an intersection experiencing 44,000 vehicles per hour would require detailed analysis. The proposed project's operations would not involve an intersection experiencing this level of traffic; therefore, the proposed project passes the screening analysis and impacts are deemed less than significant. Based on the local analysis procedures, the proposed project would not result in a CO hotspot. Impacts will be less than significant.

Toxic Emissions

Cancer risk and non-cancer health risks to sensitive receptors within one-quarter mile and within 1,000 feet of on- and off-site area sources were estimated using the EPA AERMOD model and guidance provided by SCAQMD in the *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Emissions* white paper and the latest health risk assessment guidelines published by the state Office of Environmental Health Hazard Assessment (OEHHA).[10] Cancer risk and non-cancer health risk source treatment, emissions assumptions, modeling methodology, and receptor information is provided in the *Health Risk Assessment* prepared by MIG, as summarized herein (see Appendix B)

The breadth of averaging options was included in this study to provide the broadest depth of information regarding cancer risk to the public and local decision makers. In regards to the health risk assessment and CEQA, identifying the Maximum Increase in Cancer Risk (MICR) is based on the greater of the MEIW and MEIR using the appropriate

scenario for those receptors categories and PMI is assessed through community exposure. The lifetime exposure scenario is appropriate for determining cancer burden in those areas that may be exposed to cancer risk greater than one in one million cases. Evaluation of these scenarios will identify any receptors that exceed the MICR of 10 in one million or the 0.5 increased cancer burden thresholds promulgated by SCAQMD.

The site of the MEIR is the residential dwelling unit located at 1496 Alder Avenue (461304 Easting, 3776281 Northing), adjacent to the project site on the east. The incremental increase in cancer risk at this property is 3.12 in one million. The location of the MEIW is north of the project site at 2479 Walnut Avenue (461183 Easting, 3776431 Northing). The incremental increase in cancer risk at this business is 0.33 in one million.

Cancer burden is the product of public cancer risk and the population exposed to the carcinogen. There are 44 residential properties located within ¼-mile of the project site. Census data indicates that the average owner-occupied household size in the city is 3.92 persons per dwelling unit, thus, an estimated population of 169 people live within one-quarter mile of the project site. The average cancer risk based on the lifetime exposure scenario is 1.25E-06 (approximately 1.25 cases per million people). The product of the cancer risk and the estimated population is 0.0002. This does not exceed the SCAQMD threshold of 0.5 excess cancer cases. Under a worst-case scenario, the PMI calculated a cancer burden of 7.19 cases per one million and is located at the vacant property northeast of the project site, northwest of the intersection of Walnut Avenue and Alder Avenue (461362 Easting, 3776526 Northing). Under neither scenario would cancer burden exceed the applicable threshold.

Chronic non-cancer risks are considered significant if the project toxic air contaminant emissions result in a hazard index greater than or equal to one. The hazard index is determined by calculating the average annual toxic concentration ($\mu g/m^3$) divided by the reference exposure level (REL) for a particular toxic. The REL is the concentration at which no adverse health impacts are anticipated and is established by OEHHA. The chronic REL for DPM was established by OEHHA as 5 $\mu g/m^3$. A maximum hazard index of 0.0014 was modeled and does not exceed the hazard index threshold of one promulgated by SCAQMD.

Discrete and grid receptor cancer risks are detailed in the AERMOD and HARP-RAST output files included in the appendix of this report. No thresholds for cancer or non-cancer risk will be exceeded by the project. The results of the study are summarized in Table 7 (Cancer and Non-Cancer Risk Summary). Impacts will be less than significant.

Table 7
Cancer and Non-Cancer Risk Summary

Receptor (Exposure Time)	Exposure Level	Threshold	Potentially Significant?
Resident (30 Years) Cancer Risk	0.000003	0.00001	No
Worker (25 Years) Cancer Risk	0.0000003	0.00001	No
Community Level (70 Years) Cancer Risk	0.0002	0.50000	No
Non-Cancer Hazard index	0.0014	1.00000	No

E) **No Impact.** According to the CEQA Air Quality Handbook, land uses associated with odor complaints include agricultural operations, wastewater treatment plants, landfills, and certain industrial operations (such as manufacturing uses that produce chemicals, paper, etc.). The proposed project is sited within an existing industrial and commercial area. The proposed project does not produce odors that would affect a substantial number of people considering that the proposed project will not result in heavy manufacturing activities.

4.4 – Biological Resources

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
A) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
B) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☒
C) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
D) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐
E) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
F) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

A) **Less than Significant with Mitigation Incorporated.** According to the General Plan, the majority of local biological resources are associated with Lytle Creek Wash, which occupies the northern edge of the City. Smaller pockets of open spaces exist east of the former Rialto Municipal Airport and south of 7th Street. The project site is

located approximately three miles southwest of Lytle Creek and is located west of the Rialto Municipal Airport. The project site is vacant with the exception of one single-family residence. The project site is located in an urbanized area surrounded by warehouse and industrial uses to the north and west. Vacant land is located to the east and an infiltration basin is located to the south.

MIG prepared a Rapid Environmental Constraints Analysis (RECA) that included a desktop data review and reconnaissance level field survey conducted by MIG biologists on September 22, 2015 (Appendix C). The RECA is meant to provide the project applicant with a general assessment of potential environmental issues based on interpretation of the most current data found during the reconnaissance level data review and field survey. The project site is not located within any area designated as Critical Habitat by the United States Fish and Wildlife Service (USFWS).[11]

Plant and animal occurrences documented by the California Natural Diversity Database (CNDDB) in the vicinity of the project site include Delhi Sands flower-loving fly (*Rhaphiomidas terminatus abdominalis*), burrowing owl (*Athene Cunicularia*), Parry's Spineflower (*Chorizanthe parryi var. parryi*), Mesa horkelia (*Horkelia cuneata var. puberula*), and Parish's desert-thorn (*Lycium parishii*). The occurrence of Riversidian Alluvial Fan Sage Scrub Habitat has been documented within the vicinity of the project site. The project site has been graded and is primarily characterized by ruderal plant species such as Russian thistle (*Salsola tragus*), mare's tail (*Conyza Canadensis*), and telegraph weed (*Heterotheca grandiflora*). Suitable habitat was not found on the project site for the special status plant species listed in the 9-quadrangle CNDDB search. Therefore, no rare plant surveys are required. There are no documented special status plant or animal occurrences recorded for the project site and there is no critical habitat for any listed plants or animals in the project vicinity.

According to the Natural Resources Conservation Service (NRCS), the project site is mapped as containing Tujunga loamy sand, 0 to 5 percent slopes (TuB) and Tujunga gravelly loamy sand, 0 to 9 percent slopes (TvC). Delhi sands were not observed on the project site during the field survey. The Delhi Sands flower-loving fly is not expected to occur on the project site due to the lack of the characteristic Delhi soils habitat occurring on site.

Burrows and burrowing owl sign was observed during the field visit on September 22, 2015, although burrowing owls were not observed. Mitigation BIO-1 has been incorporated to ensure that a pre-construction burrowing owl survey be conducted at the project site no less than two weeks prior to initiating ground disturbance activities, per the California Department of Fish and Game Staff Report on Burrowing Owl Mitigation (March 7, 2012). If burrowing owls and/or sign are observed during the pre-construction survey, implementation of avoidance and minimization measures will be triggered including continued monitoring of the burrowing owl. Impacts to sensitive species will be less than significant with mitigation incorporated.

<u>Mitigation Measures</u>

BIO-1 A pre-construction burrowing owl survey shall be conducted at the project site no less than two weeks prior to initiating ground disturbance activities, per the California Department of Fish and Game Staff Report on Burrowing Owl Mitigation (March 7, 2012). If burrowing owls and/or sign are observed during the pre-construction survey, implementation of avoidance and/or minimization measures in coordination with the California Department of Fish and Wildlife will be triggered and will be informed by continued monitoring of the burrowing owls. Examples of minimization measures include the establishment of buffers and/or visual screens.

B) **No Impact.** The project site is located within an urbanized area surrounded by warehouse and other industrial uses to the north and west. The project site is vacant with the exception of one single-family home. No riparian habitat or other sensitive natural community is present on the project site. No impacts will occur.

C) **No Impact.** According to the United States Fish and Wildlife Service National Wetlands Inventory, no wetlands exist on the project site.[12] No impacts to wetlands will occur.

D) **Less than Significant with Mitigation Incorporated.** The project is not in a known wildlife nursery site. Southern California forms a portion of the Pacific Flyway, a generic term used to categorize the numerous and complex migratory routes utilized by bird species migrating from Alaska to Mexico. Essentially, any waterbody or open space within the Pacific Flyway can serve as a travel node on a migratory path. Migration behavior is the regularly occurring, seasonally oriented movement of a species. Migration may consist of short- or long-distance dispersal and one-and two-way migratory trips over time cycles consisting of hours to years. A migratory route is the geographic path a species takes as it acts on its migratory behavior. Aquatic species typically migrate along streams and rivers. Avian species utilize wetlands and other open space areas as resting and feeding nodes as they migrate. Groundborne species generally require wildlife corridors to migrate.

The Migratory Bird Treaty Act (MBTA) (16 USC 703) implements various treaties and conventions between the US, Canada, Japan, Mexico and Russia for the protection of migratory birds. Under the MBTA, the taking, killing or possessing of migratory birds is unlawful, unless expressly permitted by other federal regulations. The MBTA provides that it is unlawful to pursue, hunt, take, capture, or kill any migratory bird, part, nest, egg or product. The MBTA requires that project-related disturbance at active nesting territories be reduced or eliminated during critical phases of the nesting cycle (1 February to 31 August, annually). Migratory bird species protected by this act are defined in Title 50, CFR Section 10.13.

Due to the presence of on-site trees that could serve as migratory nodes, Mitigation Measure BIO-2 has been incorporated to ensure that a pre-construction survey for nesting birds is conducted prior to any site disturbance in accordance with the Migratory Bird Treaty Act and California Department of Fish and Wildlife Code. Less than significant impacts to migratory birds will occur with mitigation incorporated.

BIO-2 The State of California Fish and game Code 3503 and the Migratory Bird Treaty Act (MBTA) prohibits the take of active bird nests. To avoid an illegal take of active bird nests, parts, or eggs, any grubbing, brushing or tree removal will be conducted outside of the State identified nesting season (nesting season is February 1 through August 31). Alternatively, the site will be evaluated by a qualified biologist prior to initiation of ground disturbance to determine the presence or absence of nesting birds. If an active nest is located in the project construction area it will be flagged and a buffer, to be determined by the biologist, will be placed around it. No activity will occur within the recommended buffer until the young have fledged the nest.

E) **No Impact.** The Rialto Municipal Code does not contain any ordinances aimed at protecting biological resources such as a tree preservation ordinance. However, the Municipal Code does require written permission for the removal of street trees (11.08.070). The project site is located within an urbanized area surrounded by warehouses and other industrial uses to the north and west. The project site is vacant with the exception of one single-family home. Ornamental vegetation associated with the existing single-family home is present. The proposed project will not conflict with any local ordinances or policies. No impacts will occur.

F) **No Impact.** The proposed project site is not located within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.[13] [14] No impacts will occur.

4.5 – Cultural Resources

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
A) Cause a substantial adverse change in the significance of a historical resource as defined in '15064.5?	☐	☐	☐	☒
B) Cause a substantial adverse change in the significance of an archaeological resource pursuant to '15064.5?	☐	☒	☐	☐
C) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
D) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

MIG conducted a Cultural Resources Assessment of the Study Area to determine the potential impacts to cultural resources (including archaeological, historical, and paleontological resources) for the purpose of complying with the California Environmental Quality Act (CEQA) and any local cultural resource regulations. The scope of work in that assessment included a cultural resources records search through the California Historical Resources Information System-South Central Costal Information Center at California State University, Fullerton (CHRIS-SCCIC), a Sacred Lands File (SLF) search through the California Native American Heritage Commission (NAHC), follow-up Native American consultation, land use history research, a paleontological resources records search through the Vertebrate Paleontology Section at the National History Museum of Los Angeles County (NHMLAC), a site survey, eligibility evaluations for resources identified within the Study Area (if any), impact analysis, recommendations for additional work (if necessary), and mitigation measures (if needed). The results of the assessment are summarized herein under the respective heading.

A) **No Impact.** The project site does not contain any state or federally listed historic resources.[15] [16] According to the General Plan, the proposed project site is located within the Grapeland Irrigation District Boundary which is designated as a California Historical Point of Interest (CHPI).[17] In 1890, the Grapeland Irrigation District was formed to capture and utilize the waters of Lytle Creek, encouraging settlement and fruit farming north of the Fontana and Rialto areas, formerly known as Grapeland. In the 1880s, the community of Grapeland, covering approximately 10,600 acres, consisted of a school, post office, and commercial businesses, as well as small ranches along Lytle Creek Road. The water works consisted of the former Sierra Vista Reservoir built by Chinese laborers in 1886 and various irrigation canals, conduits, and tunnels.

The cultural resources records search results from the South Central Coastal Information Center (CHRIS-SCCIC) indicated that there were no historical resources located within the Study Area. However, there are five (5) previously recorded historic resources (P-36-020649, P-36-021614, P-36-024867, P-36-015497, and CA-SBR-13869H) located within a one-mile radius of the Study Area. None of these resources will be impacted by the proposed project. The single family house, identified as the “James Residence” that is located within the Study Area was built between 1973 and 1974 and is less than 45 years old and as a result, this structure is not a historic resource per California Public Resources Code (PRC) Section 5024.1. There were no historic resources identified during the pedestrian survey documented in the cultural resources assessment. Therefore, the proposed project

would result in no substantial adverse change in the significance of a historical resource as defined in §15064.5. No impacts to historic resources will occur.

B-C) **Less than Significant with Mitigation Incorporated.** According to the General Plan, areas along the Lytle Creek Wash and the hills in south Rialto are known to contain prehistoric cultural resources.[18] The cultural resources assessment did not identify any archaeological resources on the project site or within a one-mile radius. The project site is generally located in northwest Rialto approximately 3.5 miles southwest of Lytle Creek Wash. General Plan policy 7-1.1 requires the protection of architectural, historical, agricultural, open space, environmental, and archaeological resources in Rialto. In the unlikely event that archaeological resources (prehistoric or historic) are unearthed during grading or earth moving activities, Mitigation Measures C-1 and C-4 have been incorporated requiring training, monitoring, treatment, and documentation to avoid or minimize impacts to such resources. Impacts to archaeological resources will be less than significant with adherence to General Plan policies and with mitigation incorporated.

Results of the paleontological resources records search through NHMLAC indicate that no vertebrate fossil localities from the NHMLAC records have been previously recorded within the Study Area or within a one-mile radius. Moreover, no paleontological resources were identified by MIG during the site survey. These findings; however, do not preclude the existence of undiscovered paleontological resources located below the ground surface and lacking surface manifestation, which may be encountered during construction excavations associated with the proposed project. The Study Area has been previously mapped geologically as containing younger Quaternary Alluvium, derived broadly as alluvial fan deposits from the San Gabriel Mountains to the north via Lytle Creek that currently flows to the north and east. These younger Quaternary alluvial fan deposits typically do not contain significant vertebrate fossils, at least in the uppermost layers, and there are no fossil vertebrate localities very nearby from these types of deposits, but they may have pockets of finer-grained sediments, particularly at depth below 6-feet, that may well contain significant vertebrate fossil remains (McLeod 2016). As a result, Mitigation Measures C-1 through C-4 have been incorporated to reduce potentially significant impacts to previously undiscovered paleontological resources and/or unique geological features that may be encountered during project implementation to a less-than-significant level.

Mitigation Measure

C-1 *Training.* The Applicant shall retain a qualified professional archaeologist who meets U.S. Secretary of the Interior's Professional Qualifications and Standards and a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology, to conduct an Archaeological and Paleontological Sensitivity Training session for construction personnel prior to commencement of excavation activities. The training session will include a handout and will focus on how to identify archaeological and paleontological resources that may be encountered during earthmoving activities and the procedures to be followed in such an event, the duties of resource monitors, and the general steps a qualified professional archaeologist and paleontologist would follow in cases of discovery.

C-2 *Monitoring. If Archaeological or Paleontological Resources are encountered during grading or earth-moving construction related activities,* the Applicant shall retain a qualified archaeological and/or paleontological monitor (including qualified cross-trained monitors), who will work under the direction and guidance of a qualified archaeologist and a qualified paleontologist. The monitor(s) shall then be present during all construction excavations (e.g., grading, trenching, or clearing/grubbing) into non-fill younger Pleistocene alluvial sediments to monitor for potential archaeological resources and at depths at or greater than six feet in Older Quaternary deposits for potential paleontological resources. Multiple earth-moving construction activities may require multiple monitors. The frequency of monitoring shall be based on the rate of excavation and grading activities, proximity to known resources, the materials being excavated (native versus artificial fill soils), the depth of excavation, and if found, the abundance and type of resources encountered. Full-time monitoring can be reduced to part-time inspections if determined adequate by the project archaeologist and/or paleontologist.

C-3 *Resource Treatment*. If subsurface materials are unearthed during earthmoving activities showing the qualities of an archaeological or paleontological resource, ground-disturbing activities shall halt and/or be diverted a minimum of 50 feet from the find. A buffer area of at least 50 feet shall be established around the find where construction activities shall be prohibited until the monitors, in consultation with the project archaeologist or paleontologist, have examined the materials and the immediate vicinity. Work shall be allowed to continue outside of the buffer area. Should the newly discovered artifacts be determined to be prehistoric archaeological resources, Native American Tribes/Individuals will be contacted and consulted and Native American construction monitoring shall be initiated. The Applicant and City shall coordinate with the archaeologist or paleontologist to develop an appropriate treatment plan for the discovery. The Plan may include implementation of archaeological data recovery excavations to address treatment of the resource along with subsequent laboratory processing and analysis. Treatment may include implementation of paleontological salvage excavations to remove the resource along with subsequent laboratory processing and analysis or preservation in place. At the paleontologist's discretion and to reduce construction delay, the grading and excavation contractor shall assist in removing rock samples for initial processing.

C-4 *Documentation.* Prior to issuance of occupancy permits, the monitor(s), under the direction of the project archaeologist and paleontologist, shall prepare a report at the conclusion of monitoring. The report shall be submitted to the Applicant, the South Central Costal Information Center, the Natural History Museum of Los Angeles County, the City, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the project and required mitigation measures. The report shall include a description of resources unearthed, if any, evaluation of the resources with respect to CEQA and other regulatory requirements, and treatment of the resources.

D) **Less than Significant Impact.** Because the project site has been partially developed with residential uses in the past, no human remains or cemeteries are anticipated to be disturbed by the proposed project. Any buried human remains would have likely been uncovered, collected, and/or destroyed. In the unlikely event that human remains are uncovered the contractor shall be required to halt work in the immediate area of the find and to notify the County Coroner, in accordance with Health and Safety Code § 7050.5, who must then determine whether the remains are of forensic interest. If the Coroner, with the aid of a supervising archaeologist, determines that the remains are or appear to be of a Native American, he/she shall contact the Native American Heritage Commission for further investigations and proper recovery of such remains, if necessary. Impacts will be less than significant with implementation of existing regulations.

4.6 – Geology and Soils

Would the project:

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
A)	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i)	Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii)	Strong seismic ground shaking?	☐	☐	☒	☐
iii)	Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv)	Landslides?	☐	☐	☒	☐
B)	Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
C)	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
D)	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1997), creating substantial risks to life or property?	☐	☐	☒	☐
E)	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

A.i) **No Impact.** According to the Geotechnical Investigation prepared by Southern California Geotechnical (Appendix B), the proposed project site is not located on a known fault as delineated on the Alquist-Priolo Earthquake Fault Zoning Map.[19] [20] No impact will occur.

A.ii) **Less than Significant Impact.** According to the Geotechnical Investigation prepared by Southern California Geotechnical, the project site is located in an area which is subject to strong ground motions due to earthquakes. Numerous faults capable of producing significant ground motions are located near the subject site.[21] However, the proposed project is subject to the seismic design criteria of the California Building Code (CBC). Adherence to these requirements will reduce the potential of the buildings from collapse during an earthquake, thereby

minimizing injury and loss of life. Although structures may be damaged during earthquakes, adherence to seismic design requirements will minimize damage to property within the structure because the structure is designed not to collapse. The CBC is intended to provide minimum requirements to prevent major structural failure and loss of life. Adherence to existing regulations will reduce the risk of loss, injury, and death; impacts due to strong ground shaking will be less than significant.

A.iii) **Less than Significant Impact.** According to the Geotechnical Investigation prepared by Southern California Geotechnical (Appendix E), the California Geological Survey (CGS) has not yet conducted seismic hazard mapping in the area of the project site. According to the San Bernardino County Land Use Plan, Geologic Hazard Overlays for the Devore Quadrangle (FH21C), the project site is not located within a zone of liquefaction susceptibility. In addition, the subsurface conditions at the boring locations are not considered to be conducive to liquefaction. Based on the mapping performed by San Bernardino County and the conditions encountered at on-site boring and trench locations, liquefaction is not considered to be a design concern for this project.[22] In addition, the design of the proposed project will be in conformance with the CBC for earthquake design which is expected to reduce impacts to less than significant levels.

A.iv) **Less than Significant Impact.** The project site is relatively flat with a slope of approximately two percent. According to the Seismic Hazards Zones Map for the Devore and Fontana Quadrangles, the proposed project site is not located within a zone of required investigation for landslides.[23] In addition, the design of the proposed project will be in conformance with the CBC for earthquake design which is expected to reduce impacts to less than significant levels.

B) **Less than Significant Impact.** Erosion and loss of topsoil could result in damage to on-site structures and landscaping or to neighboring properties. Erosion can also impact downstream water bodies while loss of nutrient-rich topsoil impacts the ability for vegetation to grow. The proposed project is subject to SCAQMD Rule 403 and the erosion control requirements of the CBC to prevent wind-blown and stormwater-related erosion. Rule 403 will minimize wind-blown erosion by requiring stabilization of disturbed soils during construction activities through measures such as daily watering. All individual construction project activities greater than one acre are subject to the State's General Permit for Construction Activities that is administered by the California Regional Water Quality Control Board (RWQCB). Employment of Best Management Practices (BMPs) implemented through a Storm Water Pollution Prevention Plan (SWPPP) is required to limit the extent of eroded materials from a construction site. Development that is one acre or more is required to comply with the provisions of the NPDES regulations concerning the discharge of eroded materials and pollutants from construction sites and prepare and implement a SUSMP. With implementation of existing regulations, impacts due to erosion and loss of topsoil will be less than significant.

C) **Less than Significant Impact.** As mentioned in 4.6.A.iii-iv), the project site is not susceptible to landslides or liquefaction. Lateral spreading is the downslope movement of surface sediment due to liquefaction in a subsurface layer. The downslope movement is due to gravity and earthquake shaking combined. Such movement can occur on slope gradients of as little as one degree. Lateral spreading typically damages pipelines, utilities, bridges, and structures. Lateral spreading of the ground surface during a seismic activity usually occurs along the weak shear zones within a liquefiable soil layer and has been observed to generally take place toward a free face (i.e. retaining wall, slope, or channel) and to lesser extent on ground surfaces with a very gentle slope. Due to the absence of any channel within or near the subject site, and the subsurface soil conditions that are not conducive to liquefaction, the potential for lateral spread occurring on the project site is considered to be negligible. The Geotechnical Investigation prepared for the project site by Southern California Geotechnical does not identify any additional concerns related to unstable soils such as subsidence or collapse. Impacts will be less than significant.

D) **Less than Significant Impact.** Expansive soils shrink and swell in response to moisture due to high percentages of clay. Expansive soils can result in damage to structures when clay within the soil swells due to moisture. According to the Geotechnical Investigation prepared by Southern California Geotechnical, the on-site soils generally consist of fine to coarse sands with varying amounts of silt, gravel, cobble, and boulder content. These

materials have been visually classified as non-expansive. Therefore, no design considerations related to expansive soils are considered warranted for this site.[24] Impacts will be less than significant.

E) **No Impact.** The project site is served by a fully functional sewer system. The project will connect to this system and will not require use of septic tanks. No impact will occur.

4.7 – Greenhouse Gas Emissions

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
A) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
B) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

A) **Less than Significant Impact.** Climate change is the distinct change in measures of climate for a long period of time.[25] Climate change is the result of numerous, cumulative sources of greenhouse gas emissions all over the world. Natural changes in climate can be caused by indirect processes such as changes in the Earth's orbit around the Sun or direct changes within the climate system itself (i.e. changes in ocean circulation). Human activities can affect the atmosphere through emissions of greenhouse gases (GHG) and changes to the planet's surface. Human activities that produce GHGs are the burning of fossil fuels (coal, oil and natural gas for heating and electricity, gasoline and diesel for transportation); methane from landfill wastes and raising livestock, deforestation activities; and some agricultural practices.

Greenhouse gases differ from other emissions in that they contribute to the "greenhouse effect." The greenhouse effect is a natural occurrence that helps regulate the temperature of the planet. The majority of radiation from the Sun hits the Earth's surface and warms it. The surface in turn radiates heat back towards the atmosphere, known as infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping back into space and re-radiate it in all directions. This process is essential to supporting life on Earth because it warms the planet by approximately 60° Fahrenheit. Emissions from human activities since the beginning of the industrial revolution (approximately 250 years ago) are adding to the natural greenhouse effect by increasing the gases in the atmosphere that trap heat, thereby contributing to an average increase in the Earth's temperature. Greenhouse gases occur naturally and from human activities. Greenhouse gases produced by human activities include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). Since 1750, it is estimated that the concentrations of carbon dioxide, methane, and nitrous oxide in the atmosphere have increased over 36 percent, 148 percent, and 18 percent, respectively, primarily due to human activity. Emissions of greenhouse gases affect the atmosphere directly by changing its chemical composition while changes to the land surface indirectly affect the atmosphere by changing the way the Earth absorbs gases from the atmosphere.

A numerical threshold for determining the significance of greenhouse gas emissions in the South Coast Air Basin (Basin) has not been established by the South Coast Air Quality Management District (SCAQMD). As an interim threshold based on guidance provided in the CAPCOA CEQA and Climate Change handbook, a non-zero threshold approach based on Approach 2 of the handbook has been used. Threshold 2.5 (Unit-Based Thresholds Based on Market Capture) establishes a numerical threshold based on capture of approximately 90 percent of emissions from future development. The latest threshold developed by SCAQMD using this method is 10,000 metric tons carbon dioxide equivalent (MTCO2E) per year for industrial projects.[26] This threshold is based on the review of 711 CEQA projects. This threshold will be utilized herein to determine if emissions of greenhouse gases from this project will be significant.

The proposed project will include activities that emit greenhouse gases over the short- and long-term. While one project could not be said to cause global climate change, individual projects contribute cumulatively to greenhouse

gas emissions that result in climate change. A greenhouse gas emissions inventory was prepared for the project is analyzed below.

Short-Tern Emissions

The project will result in short-term greenhouse gas emissions from construction and installation activities associated with construction of the proposed project. Greenhouse gas emissions will be released by equipment used for grading, paving, and building construction activities. GHG emissions will also result from worker and vendor trips to and from the project site. Table 8 (Construction Greenhouse Gas Emissions) summarizes the estimated yearly emissions from construction activities. Carbon dioxide emissions from construction equipment and worker/vendor trips were estimated utilizing the California Emissions Estimator Model (CalEEMod) version 2013.2.2 (see Appendix A). Construction activities are short-term and cease to emit greenhouse gases upon completion, unlike operational emissions that are continuous year after year until operation of the use ceases. Because of this difference, SCAQMD recommends in its draft threshold to amortize construction emissions over a 30-year operational lifetime. This normalizes construction emissions so that they can be grouped with operational emissions in order to generate a precise project GHG inventory. Amortized construction emissions are included in Table 8.

Table 8
Construction Greenhouse Gas Emissions

Construction Year	GHG Emissions (MT/YR)			
	CO_2	CH_4	N_2O	TOTAL*
2016	983.64	0.12	0.00	986.20
2017	417.31	0.05	0.00	418.25
*AMORTIZED TOTAL^*	*46.70*	*0.01*	*0.00*	*46.82*

** MTCO2E*
Note: Slight variations may occur due to rounding and variations in modeling software
^ Amortized over 30-years

Long-Term Emissions

Warehousing and distribution activities will result in continuous greenhouse gas emissions from mobile and operational sources. Mobile sources including vehicle trips to and from the project site will result primarily in emissions of CO_2 with minor emissions of CH_4 and N_2O. The most significant GHG emission from natural gas usage will be methane. Electricity usage by the project and indirect usage of electricity for water and wastewater conveyance will result primarily in emissions of carbon dioxide. Disposal of solid waste will result in emissions of methane from the decomposition of waste at landfills coupled with CO_2 emission from the handling and transport of solid waste. These sources combine to define the long-term greenhouse gas emissions for the build-out of the proposed project.

To determine long-term emissions, CalEEMod was used. The methodology utilized for each emissions source is based on the CAPCOA *Quantifying Greenhouse Gas Mitigation Measures* handbook.[27] A summary of the project's net long-term greenhouse gas emissions is included in Table 9 (Operational Greenhouse Gas Emissions). Emissions are presented as metric tons of carbon dioxide equivalent (MTCO2E) meaning that all emissions have been weighted based on their Global Warming Potential (GWP) (a metric ton is equal to 1.102 US short tons).

Table 9
Operational Greenhouse Gas Emissions

Source	GHG Emissions (MT/YR)			
	CO_2	CH_4	N_2O	TOTAL*
Area	0.01	0.00	0.00	0.01
Energy	444.90	0.02	0.00	446.73
Mobile	5,621.10	0.10	0.00	5,623.10
Solid Waste	73.44	4.34	0.00	164.59
Water/Wastewater	363.47	2.92	0.07	446.92
TOTAL	*6,502.92*	*7.37*	*0.08*	*6,681.35*

** MTCO2E/YR*
Note: Slight variations may occur due to rounding

Trip generation (3.56 daily trips per 1,000 SF) is based on the trip generation rates utilized in the project traffic study.[28] Based on SCAQMD recommendations, an average rate of 0.64 trucks per 1,000 square feet has been applied for purposes of this analysis.[29] Trip lengths have been adjusted based on a study of metropolitan commercial and freight travel conducted by the National Cooperative Highway Research Program. According to observed data collected in the field for the Southern California Association of Governments (SCAG) region, trip lengths for similar uses are estimated at 5.92 miles for light-duty trucks, 13.06 for medium-duty trucks, and 22.40 for heavy-duty trucks. Total vehicle miles were calculated using the average daily trips for each vehicle class and divided by total daily truck trips to get to an average truck distance of 17.41 miles. Natural gas usage and electricity usage are based on default demand figures utilized in CalEEMod. Solid waste generation is also based on CalEEMod defaults.

CalEEMod does not include outdoor landscape irrigation demand defaults for this type of project. Estimated irrigation needs for landscaping was calculated at 1,126,962 gallons per year. Landscape irrigation requirements were calculated using the California Department of Water Resources (DWR) *Water Budget* Workbook that calculates the Maximum Applied Water Allowance (MAWA) for landscaping based on the requirements of the state water conservation in landscaping act.[30] This reflects the maximum allowable amount of water that is permitted to be used annually after consideration of effective precipitation (25 percent of annual rainfall). MAWA is calculated using the following equation:

$$MAWA = (ET_O - Eppt) * 0.62 * [(0.70 * LA) + (0.30 * SLA)]$$

Where:

MAWA = Maximum Applied Water Allowance (gallons per year)
ET_O = Reference Evapotranspiration for Locale (inches per year)
Eppt = Effective Precipitation (inches per year)
LA = Landscape Area (square feet)
SLA = Special Landscape Area (square feet)

Indoor water demand and wastewater discharges are based on CalEEMod defaults.

Greenhouse Gas Emissions Inventory

Table 10 (Greenhouse Gas Emissions Inventory) summarizes the yearly estimated greenhouse gas emissions from construction and operational sources. The total yearly carbon dioxide equivalent emissions for the proposed project are estimated at 6,728.17 MTCO2E. This does not exceed the SCAQMD threshold of 10,000 MTCO2E per year.

Table 10
Greenhouse Gas Emissions Inventory

Source	GHG Emissions (MT/YR)			
	CO_2	CH_4	N_2O	TOTAL*
Construction	46.70	0.01	0.00	46.82
Operation	6,502.92	7.37	0.08	6,681.35
			Total	**6,728.17**

** MTCO2E/YR*
Note: Slight variations may occur due to rounding
^ Construction impacts amortized over 30-years

B) **Less than Significant Impact.** The SCAQMD supports State, Federal and international policies to reduce levels of ozone depleting gases through its Global Warming Policy and rules and has established an interim Greenhouse Gas (GHG) threshold. The project would comply with all SCAQMD applicable rules and regulations during construction of the project and, as demonstrated in the Climate Change Analysis, will not interfere with the State's goals of reducing GHG emission to 1990 levels by the year 2020 as stated in AB 32 and an 80 percent reduction in GHG emissions below 1990 levels by 2050 as stated in Executive Order S-3-05. Based upon the prepared Climate Change Analysis for this project and the discussion above, the project will not conflict with any applicable plan, policy or regulation related to the reduction in the emissions of GHG and thus a less than significant impact will occur directly, indirectly and cumulatively in this regard.

4.8 – Hazards and Hazardous Materials

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
A)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
B)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
C)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
D)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
E)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐
F)	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐
G)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
H)	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

A) **Less than Significant Impact.** The proposed project could result in a significant hazard to the public if the project includes the routine transport, use, or disposal of hazardous materials. The proposed project will not necessarily, but may engage in the routine transport, use, or disposal of hazardous materials or wastes. If hazardous materials are proposed on site in the future, they will be subject to state and federal regulation for

permitting and inspection by the San Bernardino County Fire Department (SBCFD). The SBCFD Hazardous Materials Division is designated by the State as the Certified Unified Program Agency (CUPA) for the San Bernardino County. The CUPA is charged with the responsibility of conducting compliance inspections for over 7,000 regulated facilities in San Bernardino County. These facilities handle hazardous material, generate or treat a hazardous waste and/or operate an underground storage tank.[31] In addition, the City of Rialto Fire Department's Hazardous Incident Response Team (RFD HIRT) consists of eight state-certified Haz-Mat Specialists that are equipped to respond to hazardous materials incidents.[32]

Widely used hazardous materials common at any warehouse land use include paints and other solvents, cleaners, automobile fluids, and pesticides. The remnants of these and other products are disposed of as household hazardous waste (HHW) that includes used motor oil, dead batteries, electronic wastes, and other wastes that are prohibited or discouraged from being disposed of at local landfills. Use of common household hazardous materials and their disposal does not present a substantial health risk to the community. Impacts associated with the routine transport, use of hazardous materials or wastes will be less than significant.

B) **Less than Significant Impact.** Construction of the proposed project and future tenant improvements will require the use and transport of hazardous materials such as asphalt, paints, and other solvents. Construction activities could also produce hazardous wastes associated with the use of such products. Construction of the proposed project requires ordinary construction activities and will not require a substantial or uncommon amount of hazardous materials to complete.

According to the Phase I Environmental Site Assessment prepared by Golder Associates (Appendix F), the residential structure located on the project site was constructed between the 1950s and 1970s.[33] Activities associated with the demolition of existing structures in the western portion of the site may pose a hazard with regard to asbestos containing materials (ACM) and lead-based paints. ACM were used on a widespread basis in building construction prior to and into the 1980s; therefore, it is assumed that ACM is present on the project site and will need to be handled following specific regulations/guidelines described below. Asbestos generally does not pose a threat when it remains intact. When asbestos is disturbed and becomes airborne. SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities) requires work practices that limit asbestos emissions from building demolition and renovation activities, including the removal and disturbance of ACM.[34] This rule is designed to protect uses and persons adjacent to demolition or renovation activity from exposure to asbestos emissions. Rule 1403 requires a certified inspector to survey any facility being demolished or renovated for the presence of all friable and Class I and Class II non-friable ACM. The applicant must also notify SCAQMD of their intent to perform demolition or renovation of any buildings that may contain asbestos prior to demolition and requires that all ACM is removed prior to any demolition. Rule 1403 also establishes notification procedures, removal procedures, handling and clean-up procedures, storage, disposal, landfilling requirements, and warning label requirements, including HEPA filtration, the *glovebag* method, wetting, and some methods of dry removal that must be implemented when disturbing appreciable amounts of ACM (more than 100 square feet of surface area). All ACM shall be disposed of at a waste disposal site operated in accordance with Rule 1403. The applicant will also ensure the safety of constructor workers involved in the ACM removal by complying with all California Asbestos Standards in Construction, including, but not limited to minimum air circulations, use of respirators, wetting of materials, clothing laundering, construction and demolition equipment requirements, and shielding specifications. Adherence to SCAQMD Rule 1403 would ensure that impacts related to the release of ACM are less than significant.

Exposure of construction workers to lead-based paint during demolition activities is also of concern, similar to exposure to asbestos. Exposure of surrounding land uses to lead from demolition activities is generally not a concern because demolition activities do not result in appreciable emissions of lead.[35] The primary emitters of lead are industrial processes. Any lead-based paint utilized on the exterior and interior of the existing structures would generally remain inside the structure or close to the exterior of the building and would be removed during demolition. Improper disposal of lead-based paint could contaminate soil and subsurface groundwater in and under landfills not properly equipped to handle hazardous levels of this groundwater in and under landfills not properly

equipped to handle hazardous levels of this material. Due to the age of the buildings it is assumed that lead-based paint is present. Therefore, 8 CCR Section 1532.1 (California Construction Safety Orders for Lead) must be followed for the demolition of all existing structures requiring exposure assessment and compliance measures to keep worker exposure below action levels. The proposed project is also subject to Title 22 requirements for the disposal of solid waste contaminated with excessive levels of lead. Testing, monitoring, containment, and disposal of lead-based materials will comply with all Cal/OSHA standards and regulations under California Construction Safety Orders for Lead section 1532. Adherence to standard regulation would ensure that impacts related to the release of lead based paints would be less than significant.

C) **No Impact.** No schools are located within one-quarter mile of the project site. Therefore, no impact will occur.

D) **Less than Significant Impact.** The State 'Cortese List' is a compilation of various sites throughout the state that have been compromised due to soil or groundwater contamination from past uses. Based upon review of the Cortese list, the project site is not:

- listed as a hazardous waste and substance site by the Department of Toxic Substances Control (DTSC),[36]
- listed as a leaking underground storage tank (LUFT) site by the State Water Resources Control Board (SWRCB),[37]
- listed as a hazardous solid waste disposal site by the SWRCB,[38]
- currently subject to a Cease and Desist Order (CDO) or a Cleanup and Abatement Order (CAO) as issued by the SWRCB,[39] or
- developed with a hazardous waste facility subject to corrective action by the DTSC.[40]

Impacts will be less than significant.

E-F) **Less than Significant Impact.** The Rialto Municipal Airport is located approximately 0.5 miles east of the proposed project site at 1451 N. Linden Avenue, Rialto, California. However, the Rialto Airport was permanently closed as of September 18, 2014. The former airport property is now part of a master-planned project known as Renaissance Specific Plan that encompasses 1,445 acres of land. The plan proposes a total of approximately 16.2 million square feet of business and commercial uses (835,200 square feet of which is existing and expected to remain), 1,667 residential units, one (1) school, one (1) community park, and multiple neighborhood parks.[41] Impacts will be less than significant.

G) **Less than Significant Impact.** The proposed project will include two ingress-egress points along Tamarind Avenue. A 50-foot driveway will be located in the north western portion of the project site along Tamarind Avenue and a 50-foot driveway will be located in the southwestern portion of the project site along Tamarind Avenue. A drive aisle will wrap around the north, east, and south side of the proposed warehouse allowing circulation.

Per state Fire and Building codes, sufficient space will have to be provided around the buildings for emergency personnel and equipment access and emergency evacuation. All project elements, including landscaping, will be sited with sufficient clearance from existing and proposed structures so as not to interfere with emergency access to and evacuation from the site. The project is required to comply with the California Fire Code (Title 24, California Code of Regulations, Section 9).

The project driveways will allow emergency access and evacuation from the site, and will be constructed to California Fire Code specifications. The project will not impair implementation of or physically interfere with an adopted emergency response plan or evacuation plan because no permanent public street or lane closures are proposed. Construction work in the street associated with the building will be limited to lateral utility connections that would be limited to nominal potential traffic diversion. Traffic control will be provided for any lane closures. Project impacts will be less than significant.

H) **No Impact.** The proposed project is surrounded by industrial uses to the north and west, an infiltration basin to the south, and vacant land and three homes to the east. There are no wildlands located within the project vicinity. The project site is not located within a Fire Hazards Severity Zone.[42] No impacts will occur.

4.9 – Hydrology and Water Quality

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
A)	Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
B)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
C)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
D)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
E)	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
F)	Otherwise substantially degrade water quality?	☐	☐	☐	☒
G)	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
H)	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☒	☐
I)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
J)	Inundation by seiche, tsunami, or mudflow?	☐	☐	☒	☐

A) **Less than Significant Impact.** Violations of water quality standards or waste discharge requirements, or degradation of water quality can result in potentially significant impacts to water quality and result in environmental damage or sickness in people. The project would result in a significant impact to water quality if water quality standards, waste discharge requirements, or degradation of water quality occurred.

Point-source pollutants can be traced to their original source. Point-source pollutants are discharged directly from pipes or spills. Raw sewage draining from a pipe directly into a stream is an example of a point-source water pollutant. The project consists of the development of one high-cube warehouse building totaling 113,534 square feet and does not propose any uses that would generate point source pollutants. Therefore, water quality impacts due to point sources would be less than significant.

Non-point-source pollutants (NPS) cannot be traced to a specific original source. NPS pollution is caused by rainfall or snowmelt moving over and through surface areas. As the runoff moves, it picks up and carries away natural and human-made pollutants, finally depositing them into lakes, rivers, wetlands, coastal waters, and even underground sources of drinking water. These pollutants include:

- Excess fertilizers, herbicides and insecticides from agricultural lands and residential areas
- Oil, grease, and toxic chemicals from urban runoff and energy production
- Sediment from improperly managed construction sites, crop and forest lands, and eroding streambanks
- Salt from irrigation practices and acid drainage from abandoned mines
- Bacteria and nutrients from livestock, pet wastes, and faulty septic systems
- Atmospheric deposition and hydromodification

Impacts associated with water pollution include ecological disruption and injury or death to flora and fauna, increased need and cost for water purification, sickness or injury to people, and degradation or elimination of water bodies as recreational opportunities. Accidents, poor site management or negligence by property owners and tenants can result in accumulation of pollutant substances on parking lots, loading and storage areas, or result in contaminated discharges directly into the storm drain system.

The Santa Ana Regional Water Quality Control Board (RWQCB) administers the National Pollutant Discharge Elimination System (NPDES) permit in the region. The City of Rialto is a permitee under the San Bernardino County's Municipal Stormwater Management Program and NPDES Permit (No. CAS618036). The City is required to implement all pertinent regulations of the program to control pollution discharges from new development. These regulations reduce NPS pollutant loading through the implementation of Best Management Practices (BMPs) and other control measures that minimize or eliminate pollutants from urban runoff, thereby protecting downstream water resources. BMPs implemented to address commercial pollutant sources generally involve maintenance of storm drain facilities, parking lots, vegetated areas, and educational programs. Violations of water quality standards due to urban runoff can be prevented through the continued implementation of existing regional water quality regulations. The proposed project would not interfere with the implementation of NPDES water quality regulations and standards.

The proposed project would disturb approximately 16.9 acres of land and therefore will be subject to National Pollutant Discharge Elimination System (NPDES) permit requirements during construction activities in addition to standard NPDES operational requirements. The proposed project will require submittal to the local reviewing agency, the Santa Ana RWQCB, a Storm Water Pollution Prevention Plan (SWPPP) that will include BMPs protects water quality during construction activities.

A Preliminary Water Quality Management Plan (Appendix H) was prepared by Thienes Engineering that lists source control BMPs proposed for the 16.9-acre site. Some of these BMPs include: property owner and employee education program, activity restrictions, spill contingency plan, street sweeping, catch basin inspection, rood runoff controls, slope and channel protection, efficient irrigation, storm drain signage, and trash storage areas.

Violations of water quality standards or waste discharge requirements will be less than significant with implementation of NPDES requirements.

B) **Less than Significant Impact.** If the project removed an existing groundwater recharge area or substantially reduced runoff thus resulting in decreased groundwater recharge, a potentially significant impact could occur.

The City of Rialto has two sources of water, surface water from Lytle Creek obtained from the Oliver P. Roemer Water Filtration Facility owned by the West Valley Water District (WVWD) and groundwater from the existing wells. The City's primary source of water is from the City owned groundwater wells within five different groundwater basins in the upper Santa Ana River Basin. The five basins are the Rialto Basin, Lytle Creek Basin, Chino Basin, North Riverside Basin and the Bunker Hill Basin. There are a total of fourteen City wells.

The proposed project will not interfere with groundwater recharge. Runoff from the proposed project site will flow into the existing infiltration basin located south of the project site. According to the 2010 Urban Water Management Plan, the City of Rialto will have sufficient groundwater supplies during normal, single-dry, and multiple dry years.[43] In addition, the City offers water conservation programs and incentives in order to comply with Demand Management Measures (DMMs) defined in the Urban Water Management Program Act. Several DMMs include residential plumbing retrofits, water survey programs, water system audits, leak detection and repair, metering with commodity rates, landscaping conservation programs, high-efficiency washing machine rebate programs, conservation pricing, public information programs, and residential ultra-low flush toilet replacement.[44] Thus, impacts to groundwater recharge and groundwater supplies will be less than significant.

C-E) **Less than Significant Impact.** Potentially significant impacts to the existing drainage pattern of the site or area could occur if development of the project results in substantial on- or off-site erosion or siltation and if development of the project results in on- or off-site flooding. Potentially significant impacts could also occur if the proposed project creates runoff that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

The proposed project site encompasses approximately 16.95 acres. Improvements to the site include the construction of a distribution warehouse building with a floor area of approximately 384,893 square feet. A truck parking area will be on the northwest corner of the proposed building with paved vehicle parking area on the north, south and west side of the building and a drive aisle east of the site. The remaining areas will be landscaped. Runoff from the project site will flow into an existing infiltration basin located south of the project site. A Property Owner's Association (POA) is already responsible for maintenance of the shared infiltration basin.

Under existing conditions, the project site is a graded dirt lot with a residential structure located on the western property line. Runoff from the project site generally drains from north to south and is conveyed to the existing infiltration basin south of the project site. Under proposed conditions, runoff from the western half of the project site will drain from north to south and into a proposed catch basin located at the southwest corner of the project site. The proposed catch basins will utilize drain inserts to pre-treat runoff. Runoff will then be conveyed south to an existing storm drain via a proposed storm drain system and ultimately discharged to the existing infiltration basin located south of the site. Runoff from the remaining half of the project site will drain south to a proposed catch basin. The runoff will then be conveyed to an existing storm drain at the southeast corner of the building and will ultimately be discharged to the existing infiltration basin.[45] According to the Preliminary Hydrology Calculations Report (Appendix G) prepared by Thienes Engineering, the existing infiltration basin will be utilized to attenuate the difference between the existing condition and the proposed condition 100-year peak flow rates for the project site and other off-site areas. The infiltration basin will also serve to mitigate "first flush" discharge and address water quality requirements. Proposed runoff from the project site will not adversely affect the volume capacity of the existing infiltration basin.[46]

A Preliminary Water Quality Management Plan (Appendix H) was prepared by Thienes Engineering that lists source control BMPs proposed for the 16.9-acre site. Some of these BMPs include: property owner and employee

education program, activity restrictions, spill contingency plan, street sweeping, catch basin inspection, rood runoff controls, slope and channel protection, efficient irrigation, storm drain signage, and trash storage areas.

Thus, impacts related to on- or off-site flooding, on- or off-site erosion or siltation, the existing or planned storm water drainage system, and polluted runoff will be less than significant.

F) **No Impact.** The project does not propose any uses that will have the potential to otherwise degrade water quality beyond those issues discussed in Section 4.9 herein.

G) **No Impact.** The project does not include housing, therefore no impact will occur.

H) **Less than Significant Impact.** The proposed project site is located within Zone X, defined as areas determined to be outside the 0.2 percent annual chance floodplain.[47] Areas in Zone X have minimal flood hazards. The project will not impede or redirect flood flows. The project will have a less than significant impact.

I) **Less than Significant Impact.** The project site is not located within a dam inundation zone. According to the Rialto Airport Specific Plan Program EIR, the only flood prone area within the City of Rialto is a zone adjacent to Lytle Creek Channel. Lytle Creek, located within the Special Flood Hazard Area (SFHA) A, is located north of the Specific Plan Area and north of Riverside Avenue.[48] The SFHA is located approximately three miles north of the project site. Impacts related to flooding will be less than significant.

J) **Less than Significant Impact.** The project site is located approximately 60 miles east of the Pacific Ocean, and is not located within a tsunami hazard zone. There are no open bodies of water adjacent to the project site; therefore, impacts related to seiches would be less that significant. The project site is relatively flat and does not contain major hills or steep slopes that would be susceptible to mudflows. Thus, impacts related to significant mudflows will be less than significant. Impacts will be less than significant.

4.10 – Land Use and Planning

Would the project:

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
A)	Physically divide an established community?	☐	☐	☐	☒
B)	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐
C)	Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

A) **No Impact.** The project site is surrounded by industrial uses to the north and west. Vacant land and residential uses are located to the east and an infiltration basin, vacant land, and residential uses are located to the south. The proposed project is consistent and compatible with the surrounding land uses and will not be dividing an established community. The project does not propose construction of any roadway, flood control channel, or other structure that would physically divide any portion of the community; therefore, no impact will occur.

B) **Less than Significant Impact.** The proposed project consists of the construction of one 384,893 square foot distribution warehouse on 16.9 acres. The project site is located within the Rialto Airport Specific Plan with a zoning designation of I-PID, Planned Industrial Development, which limits the height of structures to a maximum of 35-feet. The project proposes a concrete tilt-up distribution warehouse with a height of 48-feet, therefore, a variance is required for the construction of the proposed building in order to exceed the 35-foot height limitation. However, the proposed project's height will be similar to that of the surrounding warehouses. The proposed project will adhere to the development standards and design guidelines within the Rialto Airport Specific Plan. Impacts will be less than significant.

C) **No Impact.** As mentioned in 4.4.f, the proposed project site is not located within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.[49] [50] No impacts will occur.

4.11 – Mineral Resources

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
A) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☒	☐
B) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☒	☐

A-B) **Less than Significant Impact.** The City of Rialto General Plan indicates that the project site is located in Mineral Resource Zone 2 (MRZ-2), which is an area where geologic data indicates that significant Portland Cement Concrete-Grade aggregate resources are present.[51] According to the Rialto Airport Specific Plan Program EIR, due to the ownership patterns in the vicinity of the project site, it is unlikely that this area would be utilized for aggregate extraction. In addition, there are a number of parcels with existing uses present, which would likely preclude mineral extraction in the area. The ability to extract aggregate resources in the project vicinity is reduced due to the ownership patterns and existing uses. Thus, the proposed project will not result in the loss of availability of a known mineral resource and will not result in the loss of availability of a locally-important mineral resource recovery site. No impacts will occur.

4.12 – Noise

Would the project result in:

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
A)	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
B)	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
C)	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
D)	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
E)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐
F)	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐

Noise can be defined as unwanted sound. Sound (and therefore noise) consists of energy waves that people receive and interpret. Sound pressure levels are described in logarithmic units of ratios of sound pressures to a reference pressure, squared. These units are called *bels*. In order to provide a finer description of sound, a *bel* is subdivided into ten *decibels*, abbreviated dB. To account for the range of sound that human hearing perceives, a modified scale is utilized known as the A-weighted decibel (dBA). Since decibels are logarithmic units, sound pressure levels cannot be added or subtracted by ordinary arithmetic means. For example, if one automobile produces a sound pressure level of 70 dBA when it passes an observer, two cars passing simultaneously would not produce 140 dBA. In fact, they would combine to produce 73 dBA. This same principle can be applied to other traffic quantities as well. In other words, doubling the traffic volume on a street or the speed of the traffic will increase the traffic noise level by 3 dBA. Conversely, halving the traffic volume or speed will reduce the traffic noise level by 3 dBA. A 3 dBA change in sound is the beginning at which humans generally notice a *barely perceptible* change in sound and a 5 dBA change is generally *readily perceptible*.[52]

Noise consists of pitch, loudness, and duration; therefore, a variety of methods for measuring noise has been developed. According to the California General Plan Guidelines for Noise Elements, the following are common metrics for measuring noise:[53]

L_{EQ} (Equivalent Energy Noise Level): The sound level corresponding to a steady-state sound level containing the same total energy as a time-varying signal over given sample periods. L_{EQ} is typically computed over 1-, 8-, and 24-hour sample periods.

CNEL (Community Noise Equivalent Level): The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five decibels to sound levels in the evening from 7:00pm to 10:00pm and after addition of ten decibels to sound levels in the night from 10:00pm to 7:00am.

L_{DN} (Day-Night Average Level): The average equivalent A-weighted sound level during a 24-hour day, obtained after the addition of ten decibels to sound levels in the night after 10:00pm and before 7:00am.

CNEL and L_{DN} are utilized for describing ambient noise levels because they account for all noise sources over an extended period of time and account for the heightened sensitivity of people to noise during the night. L_{EQ} is better utilized for describing specific and consistent sources because of the shorter reference period.

A) **Less than Significant with Mitigation Incorporated.** The City of Rialto Municipal Code, under Chapter 9.5 (Noise Control) Section, provides the local government ordinance relative to community noise level exposure, guidelines, and regulations.

<u>Exterior Noise Standards</u>
Pursuant to Section 9.50.060(A) (Exemptions), noise events in the community such as airport noise, arterial traffic noise, and railroad noise that are more accurately measured by application of the general plan noise element policy are exempt from the provisions of noise control section of the Municipal Code.

<u>Operational Noise Standards</u>
Pursuant to Section 9.50.060(O) (Exemptions), sounds generated in commercial and industrial zones that are necessary and incidental to the uses permitted herein are exempt from the provisions of the noise control section of the Municipal Code.

<u>Construction Noise Levels</u>
Pursuant to Section 9.50.070 (Disturbances from Construction Activity), permitted hours for construction work are as follows:

October 1st through April 30th
- Monday – Friday 7:00 AM to 5:30 PM
- Saturday 8:00 AM to 5:00 PM
- Sunday No permissible hours
- State Holiday No permissible hours

May 1st through September 30th
- Monday – Friday 6:00 AM to 7:00 PM
- Saturday 8:00 AM to 5:00 PM
- Sunday No permissible hours
- State Holiday No permissible hours

According to Exhibit 5.5 (Rialto Noise Guidelines for Land Use Planning) of the City of Rialto General Plan Safety and Noise Chapter, normally acceptable exterior noise levels are as follows:

Residential Use	60 dBA CNEL
Commercial Use	65 dBA CNEL
Business/Office Park	65 dBA CNEL
Light Industrial	70 dBA CNEL
General Industrial	75 dBA CNEL

Construction Noise Levels

According to the Noise Study prepared by MIG (Appendix I) for the proposed project, construction noise levels were estimated for nearby receptors using the FHWA Roadway Construction Noise Model (RCNM). See the Noise Study (Appendix I) for receptor locations. Temporary noise increases will be greatest during the demolition phase. The model indicates that the use of construction equipment such as excavators, dozers, and concrete saws could expose the industrial use located approximately 530 feet to the west of the center of the project site to a combined noise level of 69.1 dBA $L_{max.}$ Construction equipment could expose the residential use located approximately 700 feet to the east of the center of the project site to a combined noise level of 66.7 dBA $L_{max.}$ Pursuant to the Rialto General Plan Noise Element, a noise level of 75 dBA is normally acceptable at industrial uses and a noise level of 60 dBA is normally acceptable at residential uses. Construction activity will not result in noise levels in excess of the allowable noise levels at the industrial uses adjacent to the project site. However, construction activity could result in noise levels in excess of the allowable noise levels at the residential use to the east. Therefore, Mitigation Measure N-1 has been incorporated to reduce the impact to neighboring residential uses during construction.

Because noise levels during construction activities are anticipated to exceed the City's exterior noise standards, mitigation measures will be necessary to minimize noise levels at the residential uses to the east. Mitigation Measure N-1 will be incorporated to minimize noise associated with general construction activities. Mitigation Measure N-1 requires preparation of a construction noise reduction plan to reduce temporary noise impacts by a minimum of 10 dBA which is a feasible performance standard based on available technology. Engineered controls include retrofitting equipment with improved exhaust and intake muffling, disengaging equipment fans, and installation of sound panels around equipment engines. These types of controls can achieve noise level reductions of approximately 10 dBA. Implementation of Mitigation Measure N-1 will reduce temporary noise impacts by a minimum of 10 dBA, resulting in a maximum construction noise level of 56.7 dBA at the residential use to the east of the project site. Therefore, with implementation of Mitigation Measure N-1, construction noise will feasibly be reduced to unsubstantial levels.

Operational Noise Levels

The City of Rialto General Plan Noise Element sets an allowable exterior noise level for residential uses at 60 dBA CNEL and general industrial uses at 75 dBA CNEL. Ambient noise at the project site would generally be defined by traffic on Tamarind Avenue and operational noise from neighboring industrial uses. All measurement equipment meets American National Standards Institute (ANSI) specifications for sound level meters. Using a Larson Davis LxT sound level meter, two short-term (15 minute) noise measurements were recorded at various locations at the site. Short-term noise measurements were recorded during daytime hours. Noise from vehicular traffic generated by the proposed project was forecasted using TNM software with trip generation assumptions provided by Kunzman Associates, Inc.[54]

The *Without Project* and *With Project* noise levels at neighboring uses were calculated for the Opening Year 2017 scenario. Noise levels at the non-conforming single family homes to the east and south and the industrial uses to the north and west were calculated at the ground floor. The 2017 Opening Year *Without Project* and *With Project* traffic volumes during the morning and afternoon peak hours where adjusted based on midday and night adjustment factors provide by Caltrans. The resulting noise levels at neighboring uses are summarized in Table11 (Opening Year 2017 Day and Night Roadway Noise Levels).

Exterior noise levels will be within the allowable exterior noise levels established by the City of Rialto at the industrial uses to the north and west of the project site. The exterior noise levels under the *Without* and *With Project* scenarios exceed allowable exterior noise levels at the single family residences to the east, south, and southwest of the project site; however, the project does not cause exterior noise levels to exceed the 60 dBA residential threshold at these receptors as they are already exposed to levels in excess of that noise level. The increases in noise levels will be less than five dBA for all receptors in the study area, indicating that noise increases will not be perceptible by the surrounding community.

Table 11
Opening Year 2017 Day and Night Roadway Noise Levels

Receptors	*Without Project* dBA LEQ		*With Project* dBA LEQ	
	DAY	NIGHT	DAY	NIGHT
1 – Industrial (N)	58.4	56.7	59.4	58.2
2 – Single Family Residence (E)	64.6	60.0	64.9	60.1
3 – Industrial (W)	55.2	48.4	55.4	49.2
4 – Single Family Residence (SW)	68.8	63.8	68.8	63.9
5 – Single Family Residence (E)	72.1	67.4	72.3	67.5
6 – Single Family Residence (S)	66.2	61.3	66.2	61.3

Mitigation Measure

N-1 Prior to issuance of grading permits, the Applicant shall submit a mitigation plan prepared by a qualified engineer or other acoustical expert for review and approval by the Planning Division that identifies noise control measures that shall achieve a minimum 10 dBA reduction in construction-related noise levels. The mitigation plan shall include use of sound curtains, engineered equipment controls, or other methods to insure that there is at least a 10 dBA reduction in construction-related noise levels. Noise control requirements shall be noted on project construction drawings and verified by the Building Department during standard inspection procedures.

B) **Less than Significant Impact.** Vibration is the movement of mass over time. It is described in terms of frequency and amplitude and unlike sound; there is no standard way of measuring and reporting amplitude. Vibration can be described in units of velocity (inches per second) or discussed in decibel (dB) units in order to compress the range of numbers required to describe vibration. Vibration impacts to buildings are generally discussed in terms of peak particle velocity (PPV) that describes particle movement over time (in terms of physical displacement of mass). For purposes of this analysis, PPV will be used to describe all vibration for ease of reading and comparison. Vibration can impact people, structures, and sensitive equipment. The primary concern related to vibration and people is the potential to annoy those working and residing in the area. Vibration with high enough amplitudes can damage structures (such as crack plaster or destroy windows). Groundborne vibration can also disrupt the use of sensitive medical and scientific instruments such as electron microscopes. Common sources of vibration within communities include construction activities and railroads.

According to the Caltrans vibration manual, large bulldozers, vibratory rollers (used to compact earth), and loaded trucks utilized during grading activities can produce vibration, and depending on the level of vibration, could cause annoyance at uses within the project vicinity or damage structures. Caltrans has developed a screening tool to determine if vibration from construction equipment is substantial enough to impact surrounding uses.

The Caltrans vibration manual establishes thresholds for vibration impacts on buildings and humans. These thresholds are summarized in Tables 12 (Vibration Damage Potential Threshold Criteria) and 13 (Vibration Annoyance Potential Threshold Criteria).

Table 12
Vibration Damage Potential Threshold Criteria

Structural Integrity	Maximum PPV (in/sec)	
	Transient	Continuous
Historic and some older buildings	0.50	0.25
Older residential structures	0.50	0.30
New residential structures	1.00	0.50
Modern industrial and commercial structures	2.00	0.50
Source: Caltrans 2013		

Table 13
Vibration Annoyance Potential Threshold Criteria

Human Response	PPV Threshold (in/sec)	
	Transient	Continuous
Barely perceptible	0.035	0.012
Distinctly perceptible	0.24	0.035
Strongly perceptible	0.90	0.10
Severely perceptible	2.00	0.40
Source: Caltrans 2013		

Construction Vibration

Construction activities that use vibratory rollers and bulldozers are repetitive sources of vibration; therefore, the *continuous* threshold is used. Industrial uses are located to the north, south, and west and commercial uses are located to the east and southwest of the project site. As a worst case scenario, the *historic and some older buildings* threshold is used. Based on the threshold criteria summarized in Tables 13 and 14, vibration from use of heavy construction equipment for the proposed project would be below the thresholds to cause damage to nearby structures and result in less than *barely perceptible* vibration at all three receptors shown in Table 14 (Distances to Vibration Receptors) and Table 15 (Construction Vibration Impacts).

Table 14
Distances to Vibration Receptors

Receptors	Distance from Center of Project Site (ft)
1 – Industrial (N)	611
2 – Single Family Residence (E)	700
3 – Industrial (W)	530

Construction of the project does not require rock blasting, pile driving, or the use of a jack hammer, but will use a vibratory roller, and large bulldozer, and loaded trucks. All of the receptors will experience less than barely perceptible vibration from construction of the proposed project. Furthermore, these construction activities will be limited to the allowable hours as discussed in 4.12.A. With regard to long-term operational impacts, activities associated with the project will not result in any vibration-related impacts to adjacent or on-site properties.

Table 15
Construction Vibration Impacts

Receptors	Equipment	PPVref	Distance (feet)	PPV
1 – Industrial (N)	Vibratory Roller	0.21	611	0.0033
2 – Single Family Residence (E)	Vibratory Roller	0.21	700	0.0028
3 – Industrial (W)	Vibratory Roller	0.21	530	0.0040
1 – Industrial (N)	Large Bulldozer	0.089	611	0.0014
2 – Single Family Residence (E)	Large Bulldozer	0.089	700	0.0012
3 – Industrial (W)	Large Bulldozer	0.089	530	0.0017
1 – Industrial (N)	Loaded Truck	0.076	611	0.0012
2 – Single Family Residence (E)	Loaded Truck	0.076	700	0.0010
3 – Industrial (W)	Loaded Truck	0.076	530	0.0014

C) **Less than Significant Impact.** A substantial increase in ambient noise is an increase that is *readily perceptible* (defined as an increase in noise of five dBA or more).[55] Furthermore, ambient noise levels can be impacted by the addition of new types of noise, even if those noise sources are less than five dBA. For example, the addition of a vehicle on a roadway in an urban area would not result in significant noise impacts because it would generate less than five dBA and is a common noise type in the an urban area. If that same vehicle is placed in a sparsely populated rural area, then significant noise impacts could occur (assuming vehicular noise is rare in the area) because the sound of a vehicle is uncommon and thus more obtrusive even if it generates less than five dBA. Operationally, the proposed project will result in periodic landscaping, vendor deliveries, use of air conditioning units, and other activities that are common to industrial uses and do not represent a substantial increase in periodic noise considering the project is proposed in an industrial industrialized area. Based on the results of TNM, the project will not generate noise levels of five dbA or more; therefore, the increase in ambient noise resulting from the project will not be substantial considering it will not be readily perceptible or uncommon. The results of the model are summarized in Table 16 (Opening Year 2019 Change in noise Levels).

Table 16
Opening Year 2017 Change in Noise Levels

Receptors	Daytime Noise		Difference	Nighttime Noise		Difference
	With	Without		With	Without	
1 – Industrial (N)	58.4	59.4	1.0	56.7	58.2	1.5
2 – Single Family Residence (E)	64.6	64.9	0.3	60.0	60.1	0.1
3 – Industrial (W)	55.2	55.4	0.2	48.4	49.2	0.8
4 – Single Family Residence (SW)	68.8	68.8	0.0	63.8	63.9	0.1
5 – Single Family Residence (E)	72.1	72.3	0.2	67.4	67.5	0.1
6 – Single Family Residence (S)	66.2	66.2	0.0	61.3	61.3	0.0

D) **Less than Significant Impact.** As discussed in question 4.12.A, implementation of Mitigation Measure N-1 will feasibly reduce temporary construction noise to within the allowable noise levels at neighboring land uses. Impacts related to temporary construction noise will be less than significant with mitigation incorporated.

Operationally, the project will result in periodic landscaping and other occasional noise generating activities. These activities are common in industrial uses and do not represent a substantial increase in periodic noise in consideration that the project vicinity is characterized by industrial uses and vacant land. Furthermore, the project is subject to Rialto Noise Guidelines for Land Use Planning that limits noise levels to 70 dBA CNEL for light industrial land uses and 75 dBA CNEL for general industrial land uses. With compliance with this existing regulation, periodic operational noise increases will be less than significant.

E-F) **Less than Significant Impact.** The Rialto Municipal Airport is located approximately 0.5 miles east of the proposed project site at 1451 N. Linden Avenue, Rialto, California. However, the Rialto Airport was permanently closed as of September 18, 2014. The former airport property is now part of a master-planned project known as Renaissance Specific Plan that encompasses 1,445 acres of land. The plan proposes a total of approximately 16.2 million square feet of business and commercial uses (835,200 square feet of which is existing and expected to remain), 1,667 residential units, one school, one community park, and multiple neighborhood parks.[56] Impacts will be less than significant.

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4.13 – Population and Housing

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
A) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
B) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐
C) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

A) **Less than Significant Impact.** The Southern California Association of Governments (SCAG) 2012-2035 Regional Transportation Plan (RTP) growth projections are developed utilizing a comprehensive analysis of fertility, mortality, migration, labor force, housing units, and local policies such as land use plans. Growth projections for the 2012-2035 RTP predicted a citywide employment growth between 2020 and 2035 of approximately 6,400 new employees.[57] Based on average employees per square foot of warehouse in San Bernardino County, the proposed project is estimated to generate 322 new employees in the area.[58] This project's estimated 322 employees are within the citywide projection for 2020 and 2035 respectively. This project would accommodate additional local employment that is well within the growth forecasts developed for the RTP. Furthermore, the project does not include any infrastructure extension or expansion and therefore will not result in any indirect population growth. Impacts will be less than significant.

B) **Less than Significant Impact.** The project site is currently vacant with the exception of one single-family home. One unit is not a substantial number and the change of use from residential to industrial is consistent with the Rialto Airport Specific Plan and the transitional character of the project area. Existing residents will not be displaced in that the property owner will provide adequate time for the tenant to find new housing prior to demolition. Pursuant to State law, 60-days advance written notice is required for tenants living in the unit for over a year or 30-days advance written notice when the property owner opens escrow for sale of the site to the project proponent. Impacts to existing residents on the project site will be less than significant.

C) **Less than Significant Impact.** Displacement, in the context of housing, can generally be defined as persons or groups of persons who have been forced or obliged to flee or to leave their homes or places of habitual residence.[59] The project site is currently vacant with the exception of one single-family home. As mentioned in 4.13.B, existing residents will not be displaced in that the property owner will provide adequate time for the tenant to find new housing prior to demolition. Pursuant to State law, 60-days advance written notice is required for tenants living in the unit for over a year or 30-days advance written notice when the property owner opens escrow for sale of the site to the project proponent. Therefore, development of the proposed warehouse building will not result in the displacement of any persons or groups of persons who have been forced or obliged to flee or leave. As such, there is no *forced or obliged* removal of persons, and therefore no displacement. Less than significant impacts will occur.

4.14 – Public Services

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
A)	Fire protection?	☐	☐	☒	☐
B)	Police protection?	☐	☐	☒	☐
C)	Schools?	☐	☐	☒	☐
D)	Parks?	☐	☐	☒	☐
E)	Other public facilities?	☐	☐	☒	☐

A) **Less than Significant Impact.** The Rialto Fire Department provides fire protection and emergency medical service including advanced life support and transportation to the City of Rialto. The Rialto Fire Department Headquarters (Fire Station 201) is located at 131 South Willow Avenue, approximately 3.3 miles southeast of the project site. Fire Station 201 houses the following apparatus: Engine 201, Medic Engine 202, Medic Ambulance 201, Medic Ambulance 202, Foam 201 and the Investigations Unit. Fire Station 202 is located at 1700 Riverside Avenue, approximately 2.9 miles east of the project site. Fire Station 203 is located at1550 North Ayala Drive, approximately 1.65 miles east of the project site. Fire Station 203 houses the following apparatus: Engine 203, Truck 203, Medic Ambulance 203, Water Tender 203 and the Battalion Chief's vehicle. Fire Station 204 is located at 3288 Alder Avenue, approximately 2.3 miles north of the project site. Fire Station 204 houses the following apparatus: Medic Engine 204, Brush Engine 204, Haz-Mat 204 and Incident Support 204.[60]

The project is a proposed development of a 16-acre site into a 384,893 square-foot distribution warehouse located in a primarily industrial area. The project site is currently vacant with the exception of one single-family home. The project is located within the service area of the Rialto Fire Department, which has four stations. Therefore, the project will not have a significant impact on fire response times and will not otherwise create a substantially greater need for fire protection services than already exists that would necessitate construction of new facilities. No new or expanded fire protection facilities would be required as a result of this project because the project is within the existing service area of the Rialto Fire Department. In addition, according to the Rialto Municipal Code, the City of Rialto established a fire protection services development fund (Rialto Municipal Code 3.33.220 Fire Protection Facilities) for the costs of fire protection facilities and the equipment necessary or desirable to accommodate development projects. The funds collected from fire protection services development fee is used for the following purposes: 1) Acquisition of additional property for fire protection facilities; 2) Design and construction of buildings for fire protection services and master plans; 3) Furnishing of buildings or facilities for fire protection services; 4) Purchasing of equipment and vehicles for fire protection services; 5) Costs of six months of training for fire protection trainees either at an academy or assigned to a department training officer. Furthermore, the proposed project does not propose to use substantially hazardous materials or engage in hazardous activities that will require new or modified fire protection equipment to meet potential emergency demand. Any incremental impacts on level of service will be offset by the payment of development impact fees and property taxes. Impacts related to expansion of fire protection services will be less than significant.

B) **Less than Significant Impact.** The Rialto Police Department, located at 128 North Willow Avenue provides police protection within the City of Rialto. The Rialto Police Department currently has 106 sworn officers and 38 non-sworn

employees. The Rialto Police Department divides the City into Area Command North and Area Command South. Area 1 and 2 are located in Area Command North and Areas 3 and 4 are located in the South Area Command. The project site is located in Area 1 of the North Area Command (west of Lilac Avenue and north of Foothill Boulevard).

The proposed project will not result in any unique or more extensive crime problems that cannot be handled with the existing level of police resources. The proposed project is located within the Rialto Police Department service area. No new or expanded police facilities will need to be constructed as a result of this project because the project is within the existing service area of the Rialto Police Department. According to the Rialto Municipal Code, the City of Rialto established a law enforcement facilities development impact fund (Rialto Municipal Code 3.33210) for the costs of law enforcement facilities, equipment and training necessary or desirable to accommodate development projects. The law enforcement services development impact fees is used for the following purposes: 1) Acquisition of additional property for law enforcement facilities; 2) Design and construction of buildings for law enforcement services and master plans; 3) Furnishing of buildings or facilities for law enforcement services; 4) Purchasing of equipment and vehicles for law enforcement services; and 5) Costs of six months of training for police officer trainees either at an academy or assigned to a department training officer. Any incremental impacts on level of service will be offset by the payment of development impact fees and property taxes. Impacts related to expansion of police protection services will be less than significant.

C) **Less than Significant Impact.** The proposed project will result in employment growth and in indirect population growth and potential associated growth in students within the Rialto Unified School District. In accordance with California Government Code and the Rialto Unified School District, a standard school facility impact fee will be paid to offset any incremental impacts of the proposed project. Impacts to the school facilities will be less than significant.

D) **Less than Significant Impact.** The proposed industrial project will not result in direct population growth that would incrementally impact recreation facilities. Impacts to recreation facilities are further discussed in section 4.15. Any expansion or new construction of recreation facilities resulting from the proposed project would be subject to its own environmental review pursuant to CEQA. No impact will occur.

E) **Less than Significant Impact.** The proposed project will result in employment growth and in indirect population growth that could incrementally impact other public services such as libraries or hospitals. Any incremental impact would be addressed through payment of property taxes that go to serve City and County public services. According to the Rialto Municipal Code, the City of Rialto has established a library facilities development fund to help pay for the costs of constructing and improving library facilities within the city, including any required acquisitions of land, necessary or desirable to accommodate new development. Funds collected from library facilities development impact fee are used for the following purposes: 1) Acquisition of additional property for library facilities; 2) Design, engineering and construction of buildings for library services and master plans; 3) Furnishing of buildings or facilities for library facilities services; and 4) Purchasing of books, computers, equipment and vehicles for library facilities services. With the payment of development impact fees and property taxes, a less than significant impact will occur.

4.15 – Recreation

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
A) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
B) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

A) **Less than Significant Impact.** The proposed industrial project will not directly result in population growth that would impact recreation facilities. The addition of employees to the project vicinity would result in increased use of local park facilities; however, increases in park and recreational facility demand will be incremental in nature and are anticipated by build out of the City's General Plan. Development of the project will be accompanied by development impact fees designed to offset increases in population and demand on public facilities. As such, impacts to recreational facilities and/or parks will be less than significant.

B) **No Impact.** The proposed project requires no on- or off-site construction of recreational facilities. No impact will occur.

4.16 – Transportation and Traffic

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
A) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☒	☐	☐
B) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒
C) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
D) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
E) Result in inadequate emergency access?	☐	☐	☒	☐
F) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒

A) **Less than Significant with Mitigation Incorporated.** The proposed project could reduce the performance of the local and/or regional circulation system if project-related vehicle trips decrease the Level of Service (LOS) on roadways upon occupancy of the project (opening year), thereby resulting in intersection deficiency. The definition of an intersection deficiency was adopted in the City of Rialto General Plan. The General Plan identifies peak hour intersection operations of Level of Service C through D or better as generally acceptable at signal-controlled intersections. Therefore, any intersection operating at Level of Service E or F would be deficient. Intersections without traffic signals (stop sign-controlled intersections) must operate with no vehicular movement having an average delay that exceeds 120 seconds during the peak hour. The City of Rialto Public Works Department *Traffic*

Impact Analysis Report Guidelines and Requirement provides two thresholds for identifying impacts to signal-controlled intersection if (1) the proposed project cause an intersection to degrade to LOS D or worse, or (2) if the proposed project result in increases in peak hour delay by ten seconds for LOS A through B, eight seconds for LOS C, five seconds for LOS D, two seconds for LOS E, and one second for LOS F. The latter of these thresholds is designed to assess the project's contribution to the cumulative degradation of intersection performance and define if that contribution is significant in relation to other contributing trips. Impacts defined in this manner are said to be *cumulatively considerable*, indicating that a project's contribution to the cumulative impact is large enough to warrant mitigation. It should be noted that the project has been analyzed in a Traffic Impact Analysis (TIA) prepared by Kunzman Associates and includes analysis of roadway segments (links) and intersections.

Existing Conditions

Regional access to the project site is provided by the SR−210 Freeway. Local access is provided by various roadways in the vicinity of the site. The east-west roadways expected to provide local access include Renaissance Parkway, Walnut Avenue, and Baseline Avenue. The north-south roadways expected to provide local access include Tamarind Avenue and Alder Avenue.

Trip Generation

Trip generation was estimated based on the Institute of Transportation Engineers 9th edition *Trip Generation* manual. The project truck mix has been recommended by the City of Rialto. The TIA indicates that 822 passenger vehicle trips and 548 truck trips will be generated by the project.

Opening Year 2017 Traffic Analysis

Project-generated trips are combined with existing traffic volumes, ambient growth in traffic volumes, and trips generated by other projects in the project vicinity to characterize Opening Year conditions and potential impacts. The opening year for analysis purposes in this report is 2017. The results of the Opening Year analysis are summarized in Table 18 (Opening Year Roadway Segment Capacity) and Table 19 (Opening Year Intersection Performance).

Table 17
Opening Year Roadway Segment Capacity

Roadway Segment			Without Project		With Project		Variance
Name	**From**	**To**	**Threshold***	**ADT^**	**Threshold***	**ADT^**	**(%)**
Alder	SR-210	Renaissance	32,999	28,000	32,999	29,900	+6.8
Alder	Renaissance	Walnut	17,999	**27,700**	17,999	**29,600**	+6.9
Alder	Walnut	Baseline	17,999	**24,100**	17,999	**24,600**	+2.1
Alder	Baseline	S. of Baseline	17,999	12,800	17,999	12,900	+0.8
Baseline	W/O Tamarind	Tamarind	32,999	13,200	32,999	13,300	+0.8
Baseline	Tamarind	Alder	17,999	12,800	17,999	12,900	+0.8
Baseline	Alder	E/O Alder	24,750	18,800	24,750	18,900	+0.5

Source: MIG 2015
* Thresholds identify capacity by which exceedance will result in LOS D or worst conditions
^ **Bold** traffic volumes result in LOS D or worst conditions

Table 18
Opening Year Intersection Performance

Intersection	Without Project*		With Project*		Variance (seconds)
	Delay	LOS	Delay	LOS	
Tamarind at North Driveway	--	--	8.6	A	--
Tamarind at South Driveway	--	--	8.7	A	--
Tamarind at Baseline	8.3	C	8.9	C	+0.6
Alder at SR-210 WB Ramps	**38.5**	**D**	**47.1**	**D**	+8.6
Alder at SR-210 EB Ramps	**39.1**	**D**	**40.8**	**D**	+1.7
Alder at Renaissance	19.2	C	21.0	C	+1.8
Alder at Walnut	**44.5**	**D**	**49.6**	**D**	+5.1
Alder at Baseline	**38.7**	**D**	**40.3**	**D**	+1.6

Source: MIG 2015
* Identifies worst morning or afternoon peak hour delay/LOS
^ **Bold** delays are associated with LOS D or worst conditions

Based on the results of the traffic analysis, the segment of Alder Avenue between Renaissance parkway and Walnut Avenue and between Walnut Avenue and Baseline Avenue are projected to provide insufficient segment capacity under Opening Year conditions, with or without the project. Four of the study intersections are projected to operate deficiently under Opening Year Conditions without the project.

The project will not result in any intersection or roadway segment degrading in performance below LOS D and thus will have less than significant impacts when evaluated against this threshold. The project was also evaluated in terms of the degree of delay change that will result from the addition of project-related trips at study intersections. Table 18 identifies four intersections that will perform at LOS D with or without the project. The project will result in potentially significant impacts to these facilities because it will increase delay by more than five seconds at each intersection. Two of these could potentially result in environmental impacts because the project wil increase delay by more than five seconds: Alder Avenue at the westbound SR-210 ramps and Alder Avenue at Walnut avenue. In conclusion, the Opening Year analysis identified potentially significant impacts to the WB and EB ramps at State Route 210, the intersection of Alder Avenue at Walnut, and the intersection of Alder Avenue at Baseline Avenue. Mitigation is required and is discussed and incorporated as Mitigation Measure T-1. It should be noted that fair share payments were calculated for all intersections studied in the traffic impact analysis that are not covered under the 2011 San Bernardino Associated Governments (SANBAG) Development Mitigation Nexus Study or the Renaissance Specific Plan, including intersections that will not be significantly impacted by the project.

The City has made a commitment to coordinate street system improvements with regional transportation efforts pursuant to General Plan Circulation Element Policy 4.1-6 through 4-1.9 and in turn, Caltrans and SANBAG are mutually compelled to coordinate with local agencies to ensure that improvements to regionally facilities within the City and in other jurisdiction are planned and funded to ensure adequate performance, when needed and appropriate. This policy is implemented herein as Mitigation Measure T-2.

<u>Opening Year Mitigation</u>
Alder Avenue from Renaissance Parkway to Baseline Avenue: Insufficient roadway capacity will be available over the long-term to accommodate incremental increases in traffic volumes that will include project-related trips. This segment of Alder Avenue is currently improved as a two-lane, undivided street but is categorized as a four-lane, divided Major Arterial in the City's General Plan Circulation Element. Future improvement and expansion of Alder Avenue will be able to convey up to 33,000 vehicles daily, sufficient to accommodate the approximately 30,000 vehicles projected in the future. Roadway expansion will occur in accordance with the City's standard monitoring and capital improvement processes in response to incremental increases in traffic volumes over time. Intersection performance with implementation of improvements identified in the General Plan and application of regional and fair share payments is summarized in Table 20 (Mitigated Opening Year Intersection Performance).

State Route 210 Westbound Ramps: In order to mitigate impacts to the westbound State Route 210 ramps on Alder Avenue restriping the existing northbound through lane to a shared through/left turn lane, signal modification for northbound/southbound split phasing, restriping the outside southbound through lane to a shared through/right turn lane, and construction of a westbound left turn lane will be required. Performance of this facility will improve to LOS D with implementation of these improvements. The ramps are under jurisdiction of the California Department of Transportation (Caltrans) and thus fair share payments and any physical improvements will have to be coordinated through that agency. The southbound shared turn lane and westbound left turn lane improvements are included in the development of the nearby Renaissance Specific Plan project and thus will be constructed and implemented independently of this project. The remaining improvements will require fair share contributions from the project proponent to ensure that the project's incremental increases in traffic volumes are accounted for when the improvements are constructed. Mitigation Measure T-1 has been incorporated to ensure that fair share payments are collected and deposited specifically to fund these improvements. Mitigation Measure T-2 also includes coordination with Caltrans to ensure that fair share payments are contributed to regional improvements when those improvements are programmed for completion, consistent with General Plan policy. The performance of these ramps with mitigation incorporated will improve to LOS D.

Alder Avenue at Walnut Avenue: Improvements necessary to raise the performance of Alder Avenue at Walnut Avenue to acceptable levels include Construction of new southbound and northbound through lanes and construction of westbound right and left turn lanes. These improvements have already been earmarked for funding in the 2011 San Bernardino Association of Governments (SANBAG) *Development Mitigation Nexus Study* or are included in the Renaissance Specific Plan development and thus would be constructed independently of the project. Similarly, improvements required for the intersection of Alder Avenue at Baseline Avenue require through lanes in all cardinal directions and a westbound right turn lanes. This intersection was specifically analyzed in the Nexus study and all improvements will be handled through the regional traffic fee program. Impacts to these intersections will be less than significant with implementation of existing programs and agreements.

Table 19
Mitigated Opening Year Intersection Performance

Intersection	Without Mitigation*		With Mitigation*		Variance (seconds)
	Delay	LOS	Delay	LOS	
Alder at SR-210 WB Ramps	99.0	F	47.1	D	-55.3
Alder at SR-210 EB Ramps	99.9	F	40.8	D	-59.1
Alder at Walnut	99.9	F	49.6	D	-50.3
Alder at Baseline	94.0	F	40.3	D	-53.8

Source: MIG 2015
* Identifies worst morning or afternoon peak hour delay/LOS

Mitigation Measures

T-1 Prior to issuance of building permits, the project proponent submit payment to the City of Rialto Building Division commensurate with its contribution to the need to expand and improve roadway segments and intersections in the project vicinity (e.g. fair share payment) as identified in the project traffic impact analysis. Fair share contributions shall be deposited by the City in accounts specific to infrastructure expansion and improvements, such as the Capital Improvement Program or in accordance with an agreement with Caltrans. The following improvements were identified in the project TIA requiring mitigation due to potentially significant impacts:

1. Alder Avenue at State Route 210 Westbound Ramps: Restripe northbound through lane to share through/left turn lane.
2. Alder Avenue at State Route 210 Westbound Ramps: Modify signal to provide split phasing for northbound/southbound approaches

T-2 The City shall participate in a multi-jurisdictional effort with the California Department of Transportation and the San Bernardino County Association of Governments to design a development impact fee program that identifies necessary improvements to regional and State transportation facilities within the City and the cost of constructing those improvements to ensure adequate facility performance. The program shall be based on the nexus requirements of the Mitigation Fee Act (California Government Code Section 66000 et seq. and 66001(g)) and 14 California Code of Regulations Section 15126.4(a)(4). The development impact fee program shall be based on analysis of statewide, regional, and local contributions to impacts to regional facilities and identify the City's contribution from projected long-term development. The results of the program shall be incorporated into the City's development impact fees for payment by project proponents to implement fair share contribution of long-term, local development growth. This mitigation measure shall be coordinated immediately with ongoing review and periodic updates, as necessary, to account for long-term increases in construction costs and to account for changes in traffic and land use patterns.

B) **No Impact.** The project does not generate trips greater than the freeway threshold volume of 100 two-way peak hour trips at State Route 210. The project does not generate trips greater than the arterial link threshold volume of 50 two-way peak hour trips. No impact to Congestion Management Program (CMP) or regional facilities will occur.

C) **No Impact.** The proposed project is not located within two miles of an airport or private air strip. The proposed building would not encroach into air traffic space and this project would have no effects on demand for local air service or volumes of air traffic. The proposed project will not alter air traffic patterns, therefore no impact will occur.

D) **Less Than Significant Impact.** If the project will substantially increase hazards due to a design feature, a significant impact could occur. No existing traffic hazards are known to exist in the immediate vicinity of the project. Roadways and intersections provide sufficient sight distance to limit the potential of any hazards and stop signs and traffic signals are placed at intersections to safely control traffic movements. Impacts from the project will be less than significant to any potentially existing or future traffic hazard.

E) **Less Than Significant Impact.** The proposed project will be accessible via two entrances. One 26-foot driveway will be located on northern edge of the site and will provide passenger vehicle access only. Another 50-foot driveway will be located on the southern edge of the site and will provide for both truck trailer and passenger vehicle access. These driveways will provide access to the front and rear of the building and provide sufficient clearance for emergency vehicles. Therefore, the project will have less than significant impacts on the provision of adequate emergency access.

F) **Less Than Significant Impact.** The project will not result in conflicts with adopted policies or plans related to alternative modes of travel, such as bus transit, bicycles or walking paths. Omnitrans Bus Route #22 (North Rialto) runs along Locust Avenue. Improvements to the local roadway and intersection system that will be made as a result of fair share payments will have the effect of improving access to alternative modes of transportation that are currently available in the project vicinity. The proposed project will not remove or restrict access to any existing alternative modes of transport. Impacts will be less than significant.

4.17 – Utilities and Service Systems

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
A) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
B) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
C) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
D) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
E) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
F) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
G) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

A) **Less than Significant Impact.** The proposed project could affect Regional Water Quality Control Board treatment standards by increasing wastewater production, which would require expansion of existing facilities or construction of new facilities. Exceeding the RWQCB treatment standards could result in contamination of surface or ground waters with pollutants such as pathogens and nitrates.

Constructed originally in 1956, the Rialto Wastewater Treatment Plant treats domestic and commercial/industrial wastewater generated within the City of Rialto and portions of the city of Fontana. The facility consists of the original plant and four independent treatment plants built successively in 1965, 1981, 1994, and 1998 to accommodate Rialto's growth. The combined total treatment design capacity of the plants is over 12 MGD.[61]

Wastewater flows associated with the proposed project would consist of the same kinds of substances typically generated by commerce use and no modifications to any existing wastewater treatment systems or construction of

any new ones would be needed to treat this project's wastewater. Estimated wastewater generated by the proposed development is approximately 197,545 gallons per day (gpd) (wastewater is estimated to be 80 percent of total water use). This volume is within Rialto Wastewater Treatment Plant treatment capacity (12 MGD – 197,545 GD = 11,802,455 MGD). This project would thus have a less-than-significant impact on the ability of the Rialto Wastewater Treatment Plant to operate within its established wastewater treatment requirements, which are enforced via the facility's NPDES permit authorized by the Santa Ana Regional Water Quality Control Board (SARWQCB). Therefore, the project will have a less than significant impact related to wastewater treatment requirements of the SARWQCB.

B) **Less than Significant Impact.** The Fontana Water Company provides water service to the project area. The Fontana Water Company (FWC) serves properties along Rialto's western edge. Unlike the other agencies operating in the City, the FWC is a private investor-owned company regulated by the California Public Utilities Commission. Fontana Water Company produces water from wells in the Chino Basin, Lytle Basin, Rialto Basin, and an Unnamed Basin, and from surface water flow diverted from Lytle Creek.

According to the Fontana Water Company 2010 Urban Water Management Plan (UWMP), water supplies will be reliable throughout the planning horizon of the UWMP and no supply deficiencies are expected for Normal Year, Single Dry-Year, or Multiple Dry-Year scenarios. [62] Based on CalEEMod assumptions, the proposed project's estimated water demand is approximately 276 AFY, which is well within the remaining projected use. The proposed project is designed to support typical distribution warehouse use.

It should be noted that the state is in the midst of a severe drought. On April 1, 2015 the Governor issued an Executive Order B-29-15 declaring a *Drought Emergency* in the State of California mandating a reduction in potable water use of 25 percent statewide. As a result of this order, the State Water Resources Control Board (Water Board) has mandated the City of Rialto reduce potable water use by 28 percent. Additionally, Department of Water Resource is expected to prepare updates to the Model Water Efficient Landscape Ordinance to promote the values and benefits of landscaping practices that integrate and enhance conservation and efficient use of water. As of June 2015 when emergency conservation regulations took effect, the state has been consistent in meeting the minimum 25 percent reduction mandate issued by the Governor, having reduced water demand by 27.1 percent.[1] Should the drought persist until opening of the project, the building occupant will be required to comply with any requirements to reduce water, as are all businesses and residents in California.

Regarding wastewater facilities, as discussed in the preceding response, wastewater generated at the project site will be treated at the Rialto Wastewater Treatment Plant. The combined total treatment design capacity of the plants is over 12 mgd.[63] The proposed project is estimated to have a wastewater generation of approximately 197,545 gpd. This generation is well within the existing remaining treatment capacity of the Rialto Wastewater Treatment Plant. Impacts to water and wastewater treatment facilities will be less than significant.

C) **Less than Significant Impact.** The proposed project site encompasses approximately 16.95 acres. Improvements to the site include the construction of a distribution warehouse building with a floor area of approximately 384,893 square feet. A truck parking area will be on the northwest corner of the proposed building with paved vehicle parking area on the north, south and west side of the building and a drive aisle east of the site. The remaining areas will be landscaped. Runoff from the project site will flow into an existing infiltration basin located south of the project site. A Property Owner's Association (POA) is already responsible for maintenance of the shared infiltration basin.

Under existing conditions, the project site is a graded dirt lot with a residential structure located on the western property line. Runoff from the project site generally drains from north to south and is conveyed to the existing

[1] State of California. California Drought. Top Story: California's Water Savings Continue to Meeting Governor's Ongoing Conservation mandate. https://ca.gov/drought/topstory/top-story-51.html [December 22, 2015]

infiltration basin south of the project site. Under proposed conditions, runoff from the western half of the project site will drain from north to south and into a proposed catch basin located at the southwest corner of the project site. The proposed catch basins will utilize drain inserts to pre-treat runoff. Runoff will then be conveyed south to an existing storm drain via a proposed storm drain system and ultimately discharged to the existing infiltration basin located south of the site. Runoff from the remaining half of the project site will drain south to a proposed catch basin. The runoff will then be conveyed to an existing storm drain at the southeast corner of the building and will ultimately be discharged to the existing infiltration basin.[64] According to the Preliminary Hydrology Calculations Report prepared by Thienes Engineering, the existing infiltration basin will be utilized to attenuate the difference between the existing condition and the proposed condition 100-year peak flow rates for the project site and other off-site areas. The infiltration basin will also serve to mitigate "first flush" discharge and address water quality requirements. Proposed runoff from the project site will not adversely affect the volume capacity of the existing infiltration basin.[65]

The construction of new storm water drainage facilities will occur on site as part of the proposed project; however the proposed project will not result in the construction of new or expanded off-site storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. Impacts will be less than significant.

D) **Less than Significant Impact.** The Fontana Water Company provides water service to the project area. The Fontana Water Company (FWC) serves properties along Rialto's western edge. Unlike the other agencies operating in the City, the FWC is a private investor-owned company regulated by the California Public Utilities Commission. Fontana Water Company produces water from wells in the Chino Basin, Lytle Basin, Rialto Basin, and an Unnamed Basin, and from surface water flow diverted from Lytle Creek.

According to the Fontana Water Company 2010 Urban Water Management Plan (UWMP), water supplies will be reliable throughout the planning horizon of the UWMP and no supply deficiencies are expected for Normal Year, Single Dry-Year, or Multiple Dry-Year scenarios. [66] Based on CalEEMod assumptions, the proposed project's estimated water demand is approximately 276 AFY, which is well within the remaining projected use. The proposed project is designed to support typical distribution warehouse use. Impacts to water supplies will be less than significant.

E) **Less than Significant Impact.** As mentioned herein, wastewater generated at the project site will be treated at the Rialto Wastewater Treatment Plant. Constructed originally in 1956, the Rialto Wastewater Treatment Plant treats domestic and commercial/industrial wastewater generated within the City of Rialto and portions of the city of Fontana. The facility consists of the original plant and four independent treatment plants built successively in 1965, 1981, 1994, and 1998 to accommodate Rialto's growth. The combined total treatment design capacity of the plants is over 12 mgd.[67] Estimated wastewater generated by the proposed development is approximately 197,545 gallons per day (gpd) (wastewater is estimated to be 80 percent of total water use). This volume is within Rialto Wastewater Treatment Plant treatment capacity (12 MGD – 197,545 GD = 11,802,455 MGD). Wastewater flows associated with the proposed project would consist of the same kinds of substances typically generated by commerce use and no modifications to any existing wastewater treatment systems or construction of any new ones would be needed to treat this project's wastewater. Impacts to wastewater treatment system capacities will be less than significant.

F) **Less than Significant Impact.** Significant impacts could occur if the proposed project will exceed the existing permitted landfill capacity or violates federal, state, and local statutes and regulations. The City of Rialto contracts with Burrtec Waste Industries for its trash and recycling service.[68]

Regional landfill capacity fluctuates daily and is regularly monitored by San Bernardino County Solid Waste Management to ensure there is sufficient landfill space available to dispose of municipal solid wastes throughout the region. This project's additional solid waste stream would have a less than significant impact on regional landfill capacity. Cities must meet the 50% landfill diversion mandate required by State law.

In 2013, the per employee disposal rate was 18.6 pounds per day, below the target of no more than 31.3 pounds per day. According to the California Department of Resources Recycling and Recovery (CalRecycle), the City disposed of waste at several area landfills in 2014, including:

- Azusa Land Reclamation Co. Landfill
- Badlands Sanitary Landfill
- Barstow Sanitary Landfill
- California Street Landfill
- Chemical Waste Management, Inc. Unit B-17
- Commerce Refuse-to-Energy Facility
- Covanta Stanislaus, Inc.
- El Sobrante Landfill
- Frank R. Bowerman Sanitary Landfill
- Lamb Canyon Sanitary Landfill
- Mid-Valley Sanitary Landfill
- Olinda Alpha Sanitary Landfill
- Otay Landfill
- San Timoteo Sanitary Landfill
- Simi Valley Landfill and Recycling Center
- Southeast Resource Recovery Facility
- Victorville Sanitary Landfill

The majority of waste in 2014 went to the Mid-Valley Sanitary Landfill and the El Sobrante Sanitary Landfill.[69] The Mid-Valley Sanitary Landfill, located in Rialto, has a permitted daily capacity of 7,500 tons, with a permitted total capacity of 101,300,000 cubic yards and a remaining capacity of 67,520,000 cubic yards. This landfill is projected to close in 2033. The El Sobrante Landfill, located in Corona, has a permitted daily capacity of 16,054 tons per day and a total capacity of 184,930,000 tons, with a remaining capacity of 145,530,000 tons. This landfill is estimated to close in 2045. Although these existing landfills currently used by Rialto are anticipated to close in 2033 and 2045, other regional landfills have remaining capacity. Also, regional plans are underway to transport waste by rail to landfill sites in the desert areas to the east.

Different uses have varying levels of estimated solid waste production. Using the default calculations in the CalEEMod model, the proposed project will generate approximately 361.8 tons of solid waste per year. There is adequate landfill capacity in the region to accommodate project-generated waste. Considering the availability of landfill capacity and the relatively nominal amount of solid waste generation from the proposed project, project solid waste disposal needs can be adequately met without a significant impact on the capacity of the nearest and optional, more distant, landfills. Therefore, it is not expected that the proposed project would impact the City's compliance with state-mandated (AB 939) waste diversion requirements. Impacts will be less than significant.

G) **No Impact.** The proposed project is required to comply with all applicable federal, state, County, and City statutes and regulations related to solid waste as a standard project condition of approval. Therefore, no impact will occur.

4.18 – Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
A) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
B) Does the project have impacts that are individually limited, but cumulatively considerable?	☐	☒	☐	☐
C) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

A) **Less than Significant with Mitigation Incorporated.** The proposed project would not substantially impact any scenic vistas, scenic resources, or the visual character of the area and will not result in significant impacts related to light and glare, as discussed in Section 4.1. The proposed project would not significantly impact any sensitive plants, plant communities, fish, or wildlife with the incorporation of Mitigation Measures BIO-1 and BIO-2 as discussed in Section 4.4. Adverse impacts to historic resources would not occur. Construction-phase procedures would be implemented in the event any important archaeological or paleontological resources are discovered during grading, consistent with Mitigation Measures C-1 and C-2. This site is not known to have any association with an important example of California's history or prehistory. The environmental analysis provided in Section 4.3 concludes that impacts related to emissions of criteria pollutants and other air quality impacts will be less than significant with Mitigation Measures AQ-1 and AQ-2 incorporated during construction activities. Section 4.7 concludes that impacts related to climate change would be less then significant. Section 4.9 concludes that impacts related to hydrology and water quality will be less than significant. Based on the preceding analysis of potential impacts in the responses to items 4.1 thru 4.17, no evidence is presented that this project would degrade the quality of the environment. The City hereby finds that impacts related to degradation of the environment, biological resources, and cultural resources will be less than significant with mitigation incorporation.

B) **Less than Significant with Mitigation Incorporated.** Cumulative impacts can result from the interactions of environmental changes resulting from one proposed project with changes resulting from other past, present, and future projects that affect the same resources, utilities and infrastructure systems, public services, transportation network elements, air basin, watershed, or other physical conditions. Such impacts could be short-term and temporary, usually consisting of overlapping construction impacts, as well as long term, due to the permanent land use changes involved in the project. In general, cumulative impacts are analyzed using the *projection method* of cumulative impact analysis promulgated in the State CEQA Guidelines. Essentially, a project will not have a cumulatively considerable impact if it is consistent with regional or other broad, long-term planning efforts, for physical and temporal contexts. A plan that provides evidence that environmental impacts resulting from a multitude of sources over a wide geography will be reduced or will not increase over time supports he determination that

cumulative impacts will be less than significant, assuming the project was included in the preparation of the plan. The *List Method* of cumulative impact analysis is used in the case of traffic, considering that cumulative projects were identified in the project TIA.

Non-Cumulative Impacts

Impacts related to aesthetics, geology and soils, and airport hazards at the project-level have no potential for cumulative impacts because impacts are limited to on-site conditions and include no component that could result in similar impacts over time or space. Therefore, no cumulative impacts related to these topics will occur.

Local Impacts

Projects can contribute considerably to cumulative impacts in context of the local environment. Local cumulative impacts are limited to agricultural and forestry resources, air quality, biological resources, cultural resources, hazardous materials, wildfires, groundwater levels, drainage and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation and traffic, and utilities and service systems. A general discussion of potentially significant cumulative impacts in the local context is summarized below.

The analysis provided in Section 4.2 found that no individual impacts would occur; therefore, the project could not contribute considerably to local agricultural resources impacts. The analysis provided in Section 4 related to hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, population and housing, public services, recreation, and utilities and service systems found that impacts would be less than significant; therefore, while the project will contribute to localized cumulative impacts, the project contribution will not be considerable.

Impacts related to air quality, biological resources, cultural resources, noise, and traffic were found to be potentially significant and require mitigation to reduce to less than significant levels; therefore, the project could contribute considerably to significant localized cumulative impacts in these topical areas. These topics are discussed in detail below.

Air Quality. The analysis provided in Section 4.3 related to air quality found that impacts would be less than significant with mitigation incorporated during construction activities; therefore, while the project will contribute to localized or regional cumulative impacts, the project contribution will not be considerable.

Biological Resources. The project will not harm any sensitive species with mitigation incorporated and thus could not contribute to a cumulative loss of local or regional species or contribute to reducing the diversity of species that can interact and procreate.

Cultural Resources. The context for assessing cumulative impacts to local archeological knowledge of our past is the geographical extent of local historic and pre-historic knowledge. Loss of on-site archaeological resources could reduce or eliminate important information relevant to the City of Rialto. Mitigation Measures C-1 and C-2 have been incorporated requiring evaluation of any discovered potential archaeological or paleontological resources, the uniqueness of the archaeological or paleontological sample, and appropriate steps to preserve or curate the artifact. This will eliminate any potential loss of important local archaeological or paleontological information that may be buried under the project site; therefore, the project will have no contribution to a cumulative loss of important local archaeological or paleontological knowledge.

Ambient Noise. Exterior noise levels in the project vicinity will continually increase over the long-term as development commences and associated trips increase in the area, Noise levels forecasted at local residential dwelling units for open year will continue to exceed the City's 60 dBA noise standard. The project's contribution to ambient noise due to trip generation will remain static while ambient traffic volumes increase over the long-term thus, the project's cumulative noise contribution to local ambient noise levels will diminish relative to increases in local traffic volumes. Therefore, the project will not result in a cumulatively considerable impact related to noise.

Traffic and Transportation. Local, year 2035 roadway segment and intersection performance was analyzed in the project traffic impact analysis. In general, the magnitude of project impacts on the local circulation system decrease relative to increases in ambient traffic volumes over the long-term. General Plan build-out and future condition traffic analysis is typically used in program-level assessments for the sizing of infrastructure to meet future demand. Cumulative impacts were identified on Alder Avenue from SR-210 to Baseline Avenue under year 2035 conditions. Cumulative impacts were also identified on Baseline Avenue from Tamarind Avenue to Alder Avenue under year 2035 conditions. All roadway segments performance will be LOS D or worse, with or without project trips. Alder Avenue and Baseline Avenue are included in the City's General Plan and were evaluated in the City's General Plan. Improving Alder Avenue and Baseline Avenue to the adopted General Plan classification for these roadways will be sufficient in conveying future traffic volumes at LOS D or better, inclusive of project generated trips. The proposed project includes no design features that will hinder improvement of these roadways to the width and lane configurations adopted in the General Plan Circulation Element, thus, the project is consistent with the General Plan and the program-level analysis certified in the General Plan EIR. Table 21 (Year 2035 Roadway Segment Capacity) summarizes volume-capacity projections for these roadway segments with implementation of the General Plan. Consistent with the projection method of cumulative analysis, cumulative impacts to Alder Avenue will be less than significant with implementation of the General Plan Circulation Element.

Local intersections were also analyzed under year 2035 conditions. Intersection improvements were identified that would eliminate potentially significant impacts at study area intersections and fair share payments calculated commensurate with the project's contribution to the impact. The project's trip generation will remain static over the long-term while ambient traffic volumes increase in the project vicinity. All local intersections analyzed in the traffic impact analysis along Alder Avenue and Tamarind Avenue will operate deficiently by year 2035 without implementation of the identified improvements. Although the project trip generation will remain the same in year 2035, changes in the trip distribution results in an increase in delay at the intersection of Alder Avenue at Renaissance Parkway over opening year conditions. Mitigation Measure T-1 requires fair share payments at this intersection and is based on the project's year 2035 relative contribution in conjunction with payment of DIF fees. As growth in the area increases and cumulative traffic volumes cause this intersection to operate deficiently, the intersection will be identified for improvement and cumulative funds applied to reduce impacts to less than significant levels. Table 22(Year 2035 Intersection Performance) summarizes year 2035 performance with and without the project. All intersections will operate at acceptable levels with improvements. The projects contribution to cumulative impacts to local intersections will be less than significant with Mitigation Measure T-1 incorporated.

Table 20
Year 2035 Local Roadway Segment Capacity

Roadway Segment			Without Project		With Project		Variance
Name	From	To	Threshold*	ADT^	Threshold*	ADT^	(%)
Alder	SR-210	Renaissance	49,999	44,200	49,999	46,100	+4.1
Alder	Renaissance	Walnut	32,999	31,300	32,999	33,200	+5.7
Alder	Walnut	Baseline	32,999	27,800	32,999	28,000	+0.7
Alder	Baseline	S. of Baseline	32,999	21,900	32,999	22,100	+0.9
Baseline	W/O Tamarind	Tamarind	32,999	27,100	32,999	27,200	+0.4
Baseline	Tamarind	Alder	32,999	28,400	32,999	28,500	+0.4
Baseline	Alder	E/O Alder	32,999	30,999	32,999	31,000	+0.0

Source: MIG 2015
* Thresholds identify capacity by which exceedance will result in LOS D or worst conditions

Table 21
Year 2035 Local Intersection Performance

Intersection	Without Project*		With Project*		Variance (seconds)
	Delay	LOS	Delay	LOS	
Tamarind at North Driveway	--	--	9.4	A	--
Tamarind at South Driveway	--	--	9.4	A	--
Tamarind at Baseline	12.6	B	12.7	B	+0.1
Alder at Renaissance	43.2	D	46.2	D	+3.0
Alder at Walnut	36.2	D	33.2	C	-3.0
Alder at Baseline	51.9	D	52.6	D	+0.7
Source: MIG 2015 * Identifies worst morning or afternoon peak hour delay/LOS					

Regional Impacts

Projects can contribute considerably to cumulative impacts in context of the regional environment. Regional cumulative impacts are limited to air quality, biological resources, cultural resources, hazardous materials, wildfires, groundwater levels, drainage and water quality, flooding, land use and planning, mineral resources, noise, transportation and traffic, and utilities and service systems. A general discussion of potentially significant cumulative impacts in the regional context is summarized below.

The analysis provided in Section 4 related to hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, and utilities and service systems found that impacts would be less than significant; therefore, while the project will contribute to regional cumulative impacts, the project contribution will not be considerable.

Impacts related to air quality, biological resources, cultural resources, noise, and traffic were found to be potentially significant and require mitigation to reduce to less than significant levels; therefore, the project could contribute considerably to significant localized cumulative impacts in these topical areas. These topics are discussed in detail below.

Air Quality. The analysis provided in Section 4.3 related to air quality found that impacts would be less than significant with mitigation incorporated during construction activities; therefore, while the project will contribute to localized or regional cumulative impacts, the project contribution will not be considerable.

Biological Resources. he project will not harm any sensitive species with mitigation incorporated and thus could not contribute to a cumulative loss of local or regional species or contribute to reducing the diversity of species that can interact and procreate.

Cultural Resources. The context for assessing cumulative impacts to regional archeological and paleontological knowledge of our past is the geographical extent of regional historic and pre-historic knowledge. Loss of on-site archaeological and paleontological resources could reduce or eliminate important information relevant to the City of Rialto. Mitigation Measures C-1 and C-2 have been incorporated requiring evaluation of any discovered potential archaeological or paleontological resources, the uniqueness of the archaeological or paleontological sample, and appropriate steps to preserve or curate the artifact. This will eliminate any potential loss of important local archaeological and paleontological information that may be buried under the project site; therefore, the project will have no contribution to a cumulative loss of important regional archaeological or paleontological knowledge.

Noise. Based on the scope of the traffic study, the project will not result in an appreciable increase in traffic on regional facilities, particularly State Route 210. The project's contribution to regional noise levels will not be considerable. Impacts will be less than significant.

Traffic. Regional, year 2035 conditions for the westbound and eastbound ramps at State Route 210 were analyzed in the project traffic impact analysis. Intersection improvements were identified that would eliminate potentially significant impacts at these regional facilities. The project's trip generation will remain static over the long-term while ambient traffic volumes increase in the project vicinity. Although the project trip generation will remain the same in year 2035, changes in the trip distribution results in an increase in delay at the eastbound SR-210 ramp. Construction of a northbound right turn lane and an additional eastbound right turn lane will be necessary to improve the eastbound ramp to an acceptable performance letter and are covered under the 2011 SANBAG nexus study; therefore, payment of regional traffic fees will reduce the project's impact to this ramp. The northbound through lane will also need to be restriped to a shared through/left turn lane. As growth in the area increases and cumulative traffic volumes cause the eastbound ramp to operate deficiently, improvements and necessary cumulative funds will be identified through the Congestion Management Program (CMP) and associated nexus study to reduce impacts to less than significant levels. Table 23 (Year 2035 Intersection Performance) summarizes year 2035 performance with and without the project. The eastbound and westbound ramps at SR-210 will operate at acceptable levels with improvements. The project's contribution to cumulative impacts to regional facilities will be less than significant with payment of regional transportation fees.

Table 22
Year 2035 Regional Intersection Performance

Intersection	Without Project*		With Project*		Variance (seconds)
	Delay	LOS	Delay	LOS	
Alder at SR-210 WB Ramps	49.7	D	54.9	D	+5.2
Alder at SR-210 EB Ramps	43.4	D	48.2	D	+4.8
Source: MIG 2015 * Identifies worst morning or afternoon peak hour delay/LOS					

Global Impacts

One topic of global concern is climate change. As discussed in Section 4.7, climate change is the result of numerous, cumulative sources of greenhouse gas emissions all over the world. The project will not contribute considerably to global climate change with implementation of existing regulations.

Based on the above analysis concerning the local, regional, and global impacts of the project in consideration of past, current, and future projects, the City of Rialto hereby finds that the contribution of the proposed project to cumulative impacts will be less than significant with mitigation incorporation.

C) **Less than Significant with Mitigation Incorporated.** Based on the analysis of the project's impacts in the responses to items 4.1 thru 4.17, there is no indication that this project could result in substantial adverse effects on human beings. Less than significant long-term effects would include aesthetics, agricultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous emissions, hydrology and water quality, land use and planning, mineral resources, population and housing, public services, recreation, and utilities and service systems. The analysis herein concludes that direct and indirect environmental effects will at worst require mitigation to reduce impacts related to air quality, biological resources, cultural resources, noise, and traffic to less than significant levels. Generally, environmental effects will result in less than significant impacts. Based on the analysis in this Initial Study, the City finds that direct and indirect impacts to human beings will be less than significant with mitigation incorporation.

5.1 – List of Preparers

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- Misty Vazquez, Senior Project Environmental Engineer

5.2 – Persons and Organizations Consulted

None

AQ-1 Prior to issuance of building permits, the City Building Official shall verify that construction plans submitted by the project proponent reflect use of architectural coatings where the content of volatile organic compounds (VOC) does not exceed zero grams per liter (g/l) for interior and 50 g/l for exterior residential and non-residential applications. This measure shall be verified through standard building inspections. The applicant shall bear the cost of implementing this mitigation.

AQ-2 Prior to issuance of grading permits, the Building and Safety Department shall verify that construction plans specify use of construction equipment that utilizes a Tier IV engine emissions output equivalent for all construction activity. The construction equipment requirements as specified on the grading plans shall be verified by the Building and Safety Department.

BIO-1 A pre-construction burrowing owl survey shall be conducted at the project site no less than two weeks prior to initiating ground disturbance activities, per the California Department of Fish and Game Staff Report on Burrowing Owl Mitigation (March 7, 2012). If burrowing owls and/or sign are observed during the pre-construction survey, implementation of avoidance and/or minimization measures in coordination with the California Department of Fish and Game will be triggered and will be informed by continued monitoring of the burrowing owls. Examples of minimization measures include the establishment of buffers and/or visual screens.

BIO-2 The State of California Fish and game Code 3503 and the Migratory Bird Treaty Act (MBTA) prohibits the take of active bird nests. To avoid an illegal take of active bird nests, parts, or eggs, any grubbing, brushing or tree removal will be conducted outside of the State identified nesting season (nesting season is February 1 through August 31). Alternatively, the site will be evaluated by a qualified biologist prior to initiation of ground disturbance to determine the presence or absence of nesting birds. If an active nest is located in the project construction area it will be flagged and a buffer, to be determined by the biologist, will be placed around it. No activity will occur within the recommended buffer until the young have fledged the nest.

C-1 *Training.* The Applicant shall retain a qualified professional archaeologist who meets U.S. Secretary of the Interior's Professional Qualifications and Standards and a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology, to conduct an Archaeological and Paleontological Sensitivity Training session for construction personnel prior to commencement of excavation activities. The training session will include a handout and will focus on how to identify archaeological and paleontological resources that may be encountered during earthmoving activities and the procedures to be followed in such an event, the duties of resource monitors, and the general steps a qualified professional archaeologist and paleontologist would follow in cases of discovery.

C-2 *Monitoring. If Archaeological or Paleontological Resources are encountered during grading or earth-moving construction related activities,* the Applicant shall retain a qualified archaeological and/or paleontological monitor (including qualified cross-trained monitors), who will work under the direction and guidance of a qualified archaeologist and a qualified paleontologist. The monitor(s) shall then be present during all construction excavations (e.g., grading, trenching, or clearing/grubbing) into non-fill younger Pleistocene alluvial sediments to monitor for potential archaeological resources and at depths at or greater than six feet in Older Quaternary deposits for potential paleontological resources. Multiple earth-moving construction activities may require multiple monitors. The frequency of monitoring shall be based on the rate of excavation and grading activities, proximity to known resources, the materials being excavated (native versus artificial fill soils), the depth of excavation, and if found, the abundance and type of resources encountered. Full-time monitoring can be reduced to part-time inspections if determined adequate by the project archaeologist and/or paleontologist.

C-3 *Resource Treatment*. If subsurface materials are unearthed during earthmoving activities showing the qualities of an archaeological or paleontological resource, ground-disturbing activities shall halt and/or be diverted a

minimum of 50 feet from the find. A buffer area of at least 50 feet shall be established around the find where construction activities shall be prohibited until the monitors, in consultation with the project archaeologist or paleontologist, have examined the materials and the immediate vicinity. Work shall be allowed to continue outside of the buffer area. Should the newly discovered artifacts be determined to be prehistoric archaeological resources, Native American Tribes/Individuals will be contacted and consulted and Native American construction monitoring shall be initiated. The Applicant and City shall coordinate with the archaeologist or paleontologist to develop an appropriate treatment plan for the discovery. The Plan may include implementation of archaeological data recovery excavations to address treatment of the resource along with subsequent laboratory processing and analysis. Treatment may include implementation of paleontological salvage excavations to remove the resource along with subsequent laboratory processing and analysis or preservation in place. At the paleontologist's discretion and to reduce construction delay, the grading and excavation contractor shall assist in removing rock samples for initial processing.

C-4 *Documentation.* Prior to issuance of occupancy permits, the monitor(s), under the direction of the project archaeologist and paleontologist, shall prepare a report at the conclusion of monitoring. The report shall be submitted to the Applicant, the South Central Costal Information Center, the Natural History Museum of Los Angeles County, the City, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the project and required mitigation measures. The report shall include a description of resources unearthed, if any, evaluation of the resources with respect to CEQA and other regulatory requirements, and treatment of the resources.

N-1 Prior to issuance of grading permits, the Applicant shall submit a mitigation plan prepared by a qualified engineer or other acoustical expert for review and approval by the Planning Division that identifies noise control measures that achieve a minimum 10 dBA reduction in construction-related noise levels. The mitigation plan may include use of sound curtains, engineered equipment controls, or other methods. Noise control requirements shall be noted on project construction drawings and verified by the Building Department during standard inspection procedures.

T-1 Prior to issuance of building permits, the project proponent submit payment to the City of Rialto Building Division commensurate with its contribution to the need to expand and improve roadway segments and intersections in the project vicinity (e.g. fair share payment) as identified in the project traffic impact analysis. Fair share contributions shall be deposited by the City in accounts specific to infrastructure expansion and improvements, such as the Capital Improvement Program or in accordance with an agreement with Caltrans. The following improvements were identified in the project TIA requiring mitigation due to potentially significant impacts:

1. Alder Avenue at State Route 210 Westbound Ramps: Restripe northbound through lane to shared through/left turn lane.
2. Alder Avenue at State Route 210 Westbound Ramps: Modify signal to provide split phasing for northbound/southbound approaches.

T-2 The City shall participate in a multi-jurisdictional effort with the California Department of Transportation and the San Bernardino County Association of Governments to design a development impact fee program that identifies necessary improvements to regional and State transportation facilities within the City and the cost of constructing those improvements to ensure adequate facility performance. The program shall be based on the nexus requirements of the Mitigation Fee Act (California Government Code Section 66000 et seq. and 66001(g)) and 14 California Code of Regulations Section 15126.4(a)(4). The development impact fee program shall be based on analysis of statewide, regional, and local contributions to impacts to regional facilities and identify the City's contribution from projected long-term development. The results of the program shall be incorporated into the City's development impact fees for payment by project proponents to implement fair share contribution of long-term, local development growth. This mitigation measure shall be coordinated immediately

with ongoing review and periodic updates, as necessary, to account for long-term increases in construction costs and to account for changes in traffic and land use patterns.

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October 7, 2016

Daniel Casey, Associate Planner
City of Rialto, Planning Division
150 S. Palm Avenue
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Re: Comment on Prologis Rialto I-210 DC #5
Initial Study | Mitigated Negative Declaration

Dear Mr. Casey:

I am writing on behalf of the Laborers International Union of North America, Local Union 783 and its members living in the City of Rialto ("LiUNA"), regarding the Initial Study and Mitigated Negative Declaration ("IS/MND") prepared for the Project known as Prologis Rialto I-210 DC #5, (TPM 19407, CDP 801, PPD 2434, and Env Case File No. EAR 16-05) for Applicant Prologis, including all actions related or referring to the proposed development of a 384,893 square foot warehouse on 16.93 acres located on E/S Tamarind Avenue approx. 250 feet S/O Walnut Avenue ("Project"). The project site is located north of Baseline Road, east of Tamarind Avenue, west of Alder Avenue, and south of Walnut Avenue in the City of Rialto, San Bernardino County, California. APNs: 0240-201-26, -28, -29, -36, -48, -49.

After reviewing the IS/MND, we conclude the IS/MND fails as an informational document, and that there is a fair argument that the Project may have adverse environmental impacts, even according to the analysis provided in the Initial Study itself. (See, e.g. Initial Study p. 38). Therefore, we request that the City of Rialto ("City") prepare an environmental impact report ("EIR") for the Project pursuant to the California Environmental Quality Act ("CEQA"), Public Resources Code section 21000, et seq.

We reserve the right to supplement these comments during public hearings concerning the Project. *Galante Vineyards v. Monterey Peninsula Water Management Dist.*, 60 Cal. App. 4th 1109, 1121 (1997).

Sincerely,

Richard Drury

PROLOGIS TAMARIND BLDG. 5 WAREHOUSE PROJECT Mitigated Negative Declaration: Mitigation Monitoring Reporting Program							
Mitigation Measures		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
Air Quality Mitigation Measures							
AQ-1	Prior to issuance of building permits, the City Building Official shall verify that construction plans submitted by the project proponent reflect use of architectural coatings where the content of volatile organic compounds (VOC) does not exceed zero grams per liter (g/l) for interior and 50 g/l for exterior residential and non-residential applications. The applicant shall construct the project with such coatings only. This measure shall be verified through standard building inspections. The applicant shall bear the cost of implementing this mitigation.	Prior to issuance of Building Permits and during construction	Permitting requirements and standard building inspections	Community Development Department			
AQ-2	Prior to issuance of grading permits, the Building and Safety Department shall verify that construction plans specify use of construction equipment that utilizes a Tier IV engine emissions output equivalent for all construction activity. The construction equipment requirements as specified on the grading plans shall be verified and enforced by the Building and Safety Department.	Prior to issuance of Grading Permits	Standard verification of plans	Building and Safety Department			
Biological Resources Mitigation Measures							
BIO-1	A pre-construction burrowing owl survey shall be conducted at the project site no less than two weeks prior to initiating ground disturbance activities, per the California Department of Fish and Game Staff Report on Burrowing Owl Mitigation (March 7, 2012). If burrowing owls and/or signs are observed during the pre-construction survey, implementation of avoidance and/or minimization measures in coordination with the California Department of Fish and Wildlife will be triggered and will be informed by continued monitoring of the burrowing owls. Examples of minimization measures include the establishment of buffers and/or visual screens.	Prior to Grading or Earth Moving Activities	Implementation of avoidance/ minimization measures	California Department of Fish and Wildlife			
BIO-2	The State of California Fish and Game Code 3503 and the Migratory Bird Treaty Act (MBTA) prohibit the take of active bird nests. To avoid an illegal take of active bird nests, parts, or eggs, any grubbing, brushing or tree removal will be conducted outside of the State identified nesting season (nesting season is February 1 through August 31). Alternatively, the site will be evaluated by a qualified biologist prior to initiation of ground disturbance to determine the presence or absence of nesting birds. If an active nest is located in the project construction area it will be flagged and a buffer, to be determined by the biologist, will be placed around it. No activity will occur within the recommended buffer until the young have fledged the nest.	Prior to Grading or Earth Moving Activities and During All Construction	Halt work and retain a professional biologist	California Department of Fish and Wildlife			
Cultural Resources Mitigation Measures							
CUL-1	*Training.* The Applicant shall retain a qualified professional archaeologist who meets U.S. Secretary of the Interior's Professional Qualifications and Standards and a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology, to conduct an Archaeological and Paleontological Sensitivity Training session for construction personnel	Prior to and during all construction activities	Retain a professional archaeologist	Community Development Department			

PROLOGIS TAMARIND BLDG. 5 WAREHOUSE PROJECT Mitigated Negative Declaration: Mitigation Monitoring Reporting Program							
Mitigation Measures		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	prior to commencement of excavation activities. The training session will include a handout and will focus on how to identify archaeological and paleontological resources that may be encountered during earthmoving activities and the procedures to be followed in such an event, the duties of resource monitors, and the general steps a qualified professional archaeologist and paleontologist would follow in cases of discovery.						
CUL-2	*Monitoring. If Archaeological or Paleontological Resources are encountered during grading or earth-moving construction related activities,* the Applicant shall retain a qualified archaeological and/or paleontological monitor (including qualified cross-trained monitors), who will work under the direction and guidance of a qualified archaeologist and a qualified paleontologist. The monitor(s) shall then be present during all construction excavations (e.g., grading, trenching, or clearing/grubbing) into non-fill younger Pleistocene alluvial sediments to monitor for potential archaeological resources and at depths at or greater than six feet in Older Quaternary deposits for potential paleontological resources. Multiple earth-moving construction activities may require multiple monitors. The frequency of monitoring shall be based on the rate of excavation and grading activities, proximity to known resources, the materials being excavated (native versus artificial fill soils), the depth of excavation, and if found, the abundance and type of resources encountered. Full-time monitoring can be reduced to part-time inspections if determined adequate by the project archaeologist and/or paleontologist.	During all construction activities	Halt work and retain a professional archaeologist	Community Development Department			
CUL-3	*Resource Treatment*. If subsurface materials are unearthed during earthmoving activities showing the qualities of an archaeological or paleontological resource, ground-disturbing activities shall halt and/or be diverted a minimum of 50 feet from the find. A buffer area of at least 50 feet shall be established around the find where construction activities shall be prohibited until the monitors, in consultation with the project archaeologist or paleontologist, have examined the materials and the immediate vicinity. Work shall be allowed to continue outside of the buffer area. Should the newly discovered artifacts be determined to be prehistoric archaeological resources, Native American Tribes/Individuals will be contacted and consulted and Native American construction monitoring shall be initiated. The Applicant and City shall coordinate with the archaeologist or paleontologist to develop an appropriate treatment plan for the discovery. The Plan may include implementation of archaeological data recovery excavations to address treatment of the resource along with subsequent laboratory processing and analysis. Treatment may include implementation of paleontological salvage excavations to remove the resource along with subsequent laboratory processing and analysis or preservation in place. At the paleontologist's discretion and to reduce construction delay, the grading and excavation contractor shall assist in removing rock samples for initial processing.	During all construction activities	Halt work and retain a professional archaeologist	Community Development Department			

PROLOGIS TAMARIND BLDG. 5 WAREHOUSE PROJECT Mitigated Negative Declaration: Mitigation Monitoring Reporting Program							
Mitigation Measures		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
CUL-4	*Documentation.* Prior to issuance of occupancy permits, the monitor(s), under the direction of the project archaeologist and paleontologist, shall prepare a report at the conclusion of monitoring. The report shall be submitted to the Applicant, the South Central Costal Information Center, the Natural History Museum of Los Angeles County, the City, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the project and required mitigation measures. The report shall include a description of resources unearthed, if any, evaluation of the resources with respect to CEQA and other regulatory requirements, and treatment of the resources.	Prior to issuance of occupancy permits	Preparation of monitoring report	Community Development Department			
Noise Mitigation Measures							
NOI-1	Prior to issuance of grading permits, the Applicant shall submit a mitigation plan prepared by a qualified engineer or other acoustical expert for review and approval by the Planning Division that identifies noise control measures that shall achieve a minimum 10 dBA reduction in construction-related noise levels. The mitigation plan shall include use of sound curtains, engineered equipment controls, or other methods to insure that there is at least a 10 dBA reduction in construction-related noise levels. Noise control requirements shall be noted on project construction drawings and verified by the Building Department during standard inspection procedures.	Prior to issuance of grading permits	Limit construction noise to levels indicated	Building and Safety Department			
Traffic and Transportation Mitigation Measures							
TRA-1	Prior to issuance of building permits, the project proponent submit payment to the City of Rialto Building Division commensurate with its contribution to the need to expand and improve roadway segments and intersections in the project vicinity (e.g. fair share payment) as identified in the project traffic impact analysis. Fair share contributions shall be deposited by the City in accounts specific to infrastructure expansion and improvements, such as the Capital Improvement Program or in accordance with an agreement with Caltrans. The following improvements were identified in the project TIA requiring mitigation due to potentially significant impacts: 1. Alder Avenue at State Route 210 Westbound Ramps: Restripe northbound through lane to share through/left turn lane. 2. Alder Avenue at State Route 210 Westbound Ramps: Modify signal to provide split phasing for northbound/southbound approaches	Prior to issuance of grading permits	Submission of payment	Building and Safety Department			
TRA-2	The City shall participate in a multi-jurisdictional effort with the California Department of Transportation and the San Bernardino County Association of Governments to design a development impact fee program that identifies necessary improvements to regional and State transportation facilities within the City and the cost of constructing those improvements to ensure adequate facility performance. The program shall be based on the nexus requirements of the Mitigation Fee Act (California Government Code Section 66000 et seq.	Prior to issuance of grading permits	Participation in multi-jurisdictional effort	Community Development Department			

PROLOGIS TAMARIND BLDG. 5 WAREHOUSE PROJECT Mitigated Negative Declaration: Mitigation Monitoring Reporting Program							
Mitigation Measures		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	and 66001(g)) and 14 California Code of Regulations Section 15126.4(a)(4). The development impact fee program shall be based on analysis of statewide, regional, and local contributions to impacts to regional facilities and identify the City's contribution from projected long-term development. The results of the program shall be incorporated into the City's development impact fees for payment by project proponents to implement fair share contribution of long-term, local development growth. This mitigation measure shall be coordinated immediately with ongoing review and periodic updates, as necessary, to account for long-term increases in construction costs and to account for changes in traffic and land use patterns.						

RESOLUTION NO. 16-_

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF RIALTO, CALIFORNIA, APPROVING TENTATIVE PARCEL MAP NO. 19407 TO ALLOW THE CONSOLIDATION OF SEVEN (7) PARCELS OF LAND LOCATED ON THE EAST SIDE OF TAMARIND AVENUE APPROXIMATELY 250 FEET SOUTH OF WALNUT AVENUE WITHIN THE PLANNED INDUSTRIAL DEVELOPMENT (I-PID) ZONE OF THE RIALTO AIRPORT SPECIFIC PLAN INTO TWO (2) PARCELS OF LAND.

WHEREAS, the applicant, Prologis, Inc., proposes to consolidate seven (7) parcels of land (APNs: 0240-201-26, -28, -29, -36, -48, -49, & -61) located on the east side of Tamarind Avenue approximately 250 feet south of Walnut Avenue within the Planned Industrial Development (I-PID) zone of the Rialto Airport Specific Plan (collectively "Site") into two (2) parcels of land ("Project"); and

WHEREAS, the Project will result in the creation of two (2) parcels of land: Parcel 1 a 16.93 net acre parcel of land and Parcel 2 a 6.30 net acre parcel of land; and

WHEREAS, in conjunction with the Project, the applicant has also submitted Conditional Development Permit No. 801 to allow the construction of a 384,893 square foot warehouse building on Parcel 1 ("CDP No. 801"); and

WHEREAS, in conjunction with the Project, the applicant has also submitted Variance No. 713 to allow an increase in the maximum allowable height for the proposed warehouse building on Parcel 1 from 35 feet from the average finished ground level to 51 feet from the average finished ground level ("VAR No. 713"); and

WHEREAS, the Project within the I-PID zone requires the approval of a tentative parcel map, and the Applicant has agreed to apply for a Tentative Parcel Map No. 19407 ("TPM No. 19407"), in accordance with Government Code Sections 66473.5 and 66474; and

WHEREAS, on October 26, 2016, the Planning Commission of the City of Rialto conducted a duly noticed public hearing, as required by law, on TPM No. 19407, CDP No. 801, and VAR No. 713, took testimony, at which time it received input from staff, the city attorney,

and the Applicant; heard public testimony; discussed the proposed TPM No. 19407, CDP No. 801, and VAR No. 713; and closed the public hearing; and

WHEREAS, all legal prerequisites to the adoption of this Resolution have occurred.

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Rialto as follows:

SECTION 1. The Planning Commission hereby specifically finds that all of the facts set forth in the recitals above of this Resolution are true and correct and incorporated herein.

SECTION 2. Based on substantial evidence presented to the Planning Commission during the public hearing conducted with regard to TPM No. 19407, including written staff reports, verbal testimony, project plans, other documents, and the conditions of approval stated herein, the Planning Commission hereby determines that TPM No. 19407 satisfies the requirements of Government Code Section 66474 pertaining to the findings which must be made precedent to granting a tentative map. The findings are as follows:

1. That the proposed tentative parcel map is consistent with the General Plan of the City of Rialto and the Planned Industrial Development (I-PID) zone of the Rialto Airport Specific Plan; and

This finding is supported by the following facts:

The Site has a General Plan designation of Light Industrial with a Specific Plan Overlay, and a zoning designation of I-PID within the Rialto Airport Specific Plan. The Project will consolidate the Site into two (2) parcels of land to facilitate the development of a 384,893 square foot warehouse building and to create a separate parcel for an existing detention basin. Per Section 5 (Development Regulations), Table 9 of the Rialto Airport Specific Plan the required minimum parcel size within the I-PID zone is 0.5 acres. The proposed parcels greatly exceed the required minimum size.

2. That the design and improvements of the proposed tentative parcel map are consistent with the Subdivision Ordinance, the General Plan of the City of Rialto, and the Employment (EMP) zone of the Renaissance Specific Plan; and

This finding is supported by the following facts:

The Project will comply with all technical standards required by Subdivision Map Act, the General Plan of the City of Rialto, and the I-PID zone of the Rialto Airport Specific Plan. All street improvements shown on the proposed tentative map have been designed to the

standards established within the Section 4 (Circulation and Infrastructure Plans) of the Rialto Airport Specific Plan.

3. That the site is physically suitable for the type of proposed development; and

This finding is supported by the following facts:

The Site is a relatively flat piece of land and development of the land should be easily accommodated. The Applicant will be required to submit a grading plan and geotechnical/soils report to the Public Works Department for review and approval prior to issuance of any building permits.

4. That the site is physically suitable for the proposed density of the development; and

This finding is supported by the following facts:

The Project will consolidate the Site into two (2) parcels of land to facilitate the development of a 384,893 square foot warehouse building and to create a separate parcel for an existing detention basin that serves several developments in the nearby area. Section 5 (Development Regulations) of the Rialto Airport Specific Plan does not have criteria restricting the maximum allowable Floor Area Ratio (FAR) or Lot Coverage for a development in the I-PID zone. However, the proposed development does comply with all of the development standards of the I-PID zone that are contained within the Section 5 (Development Regulations) of the Rialto Airport Specific Plan, including building setbacks, landscape setbacks, off-street parking, etc.

5. That the design of the land division is not likely to cause substantial environmental damage or substantially injure fish, wildlife, or their habitat; and

This finding is supported by the following facts:

The Site is primarily undeveloped and covered by natural grasses, with the exception of one (1) non-conforming single-family residence and one (1) aboveground stormwater detention basin located on the south end of the site. The Initial Study (Environmental Assessment Review No. 16-05) prepared for the project identified that the Site did not have suitable habitat for any threatened or endangered species. Nevertheless, the Initial Study prepared for the Project includes two (2) mitigation measures requiring pre-construction surveys to ensure that burrowing owls and other nesting birds are not present on the Site. Implementation of those two (2) mitigation measures will reduce any potential impacts on biological resources to a less than significant level.

6. That the design of the land division is not likely to cause serious public health problems; and

This finding is supported by the following facts:

To the north of the project site are three (3) small warehouse buildings totaling approximately 57,400 square feet in size, and to the east is approximately 13.72 acres of vacant land and several non-conforming single-family residences. To the south is approximately 4.66 acres of vacant land, a Fontana Water Reservoir facility, a used car dealership, and one (1) non-conforming single-family residences. To the west, across Tamarind Avenue, are two (2) large warehouse buildings totaling approximately 1,220,625 square feet in size. The zoning of the project site and the properties to the north and west is Planned Industrial Development (I-PID) within the Rialto Airport Specific Plan. The properties to the east and south of the project site are zoned Employment (EMP) within the Renaissance Specific Plan. The proposed development pertaining to the land consolidation is consistent with and will bring the non-conforming uses into conformance with the I-PID zoning designation and all nearby conforming land uses. Measures, such as landscape buffering and the installation of solid screen walls, will be implemented as a part of the Project to prevent any negative impacts to the nearby land uses. As a result, the Project is not likely to cause any public health problems.

7. That the design of the land division or proposed improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed land division.

This finding is supported by the following facts:

Six (6) easements exist, or are proposed, on or near the Site. Upon completion of the Final Map and street dedication, access to each of the easements will remain in perpetuity.

SECTION 3. Prologis, Inc. is hereby granted TPM No. 19407 to allow the consolidation of seven (7) parcels of land (APNs: 0240-201-26, -28, -29, -36, -48, -49, & -61) located on the east side of Tamarind Avenue approximately 250 feet south of Walnut Avenue within the Planned Industrial Development (I-PID) zone of the Rialto Airport Specific Plan into two (2) parcels of land: Parcel 1 at 16.93 net acres in size, and Parcel 2 at 6.30 net acres in size.

SECTION 4. An Initial Study has been prepared for the proposed project in accordance with the California Environmental Quality Act (CEQA) and it has been determined that any impacts will be reduced to a level of insignificance and a Mitigated Negative Declaration has been prepared in accordance with CEQA. The Planning Commission directs the Planning Division to file the necessary documentation with the Clerk of the Board of Supervisors for San Bernardino County.

SECTION 5. TPM No. 19407 is granted to Prologis, Inc. in accordance with the plan and application on file with the Planning Division, subject to the following conditions:

1. TPM No. 19407 is approved allowing the consolidation of seven (7) parcels of land (APNs: 0240-201-26, -28, -29, -36, -48, -49, & -61) located on the east side of Tamarind Avenue approximately 250 feet south of Walnut Avenue within the Planned Industrial Development (I-PID) zone of the Rialto Airport Specific Plan for the purpose of developing a 384,893 square foot warehouse building and creating a separate parcel for an existing detention basin, as shown on the tentative map submitted to the Planning Division on October 13, 2016, and as approved by the Planning Commission. If the Conditions of Approval specified herein are not satisfied or otherwise completed within the required time, the Project shall be subject to revocation.

2. Prior to the issuance of building or grading permits for the proposed development, a Precise Plan of Design shall be approved by the City's Development Review Committee (DRC).

3. City inspectors shall have access to the Site to reasonably inspect the Site during normal working hours to assure compliance with these conditions and other codes.

4. The Applicant shall defend, indemnify and hold harmless the City of Rialto, its agents, officers, or employees from any claims, damages, action, or proceeding against the City or its agents, officers, or employees to attack, set aside, void, or annul any approval of the City, its advisory agencies, appeal boards, or legislative body concerning TPM No. 19407. The City will promptly notify the Applicant of any such claim, action, or proceeding against the parties and will cooperate fully in the defense.

5. In accordance with the provisions of Government Code Section 66020(d)(1), the imposition of fees, dedications, reservations, or exactions for this Project, if any, are subject to protest by the Applicant at the time of approval or conditional approval of the Project or within 90 days after the date of the imposition of the fees, dedications, reservations, or exactions imposed on the Project.

6. All mitigation measures listed in Environmental Assessment Review No. 16-05 shall be met prior to issuance of any Certificate of Occupancy.

7. The Applicant shall coordinate with the Gabrieleño Band of Mission Indians-Kizh Nation, prior to the issuance of a grading permit, to allow for a Native American Monitor to be located on-site during all ground disturbances, or as required by the Gabrieleño Band of Mission Indians-Kizh Nation.

8. All conditions of approval for TPM No. 19407 shall be completed to the satisfaction of the City Engineer prior to the issuance of a Certificate of Occupancy.

9. The Applicant shall pay all applicable development impact fees in accordance with the City of Rialto fee ordinance in effect at the time the fees are due.

10. A Precise Grading Plan shall be approved for the project by the City Engineer prior to the issuance of any building permits.

11. The development shall apply for annexation of the underlying property into City of Rialto Landscape and Lighting Maintenance District No. 2 ("LLMD 2"). An application fee of $5,000 shall be paid at the time of application. Annexation into LLMD 2 is a condition of acceptance of any new median and/or parkway landscaping, or any new public street lighting improvements, to be maintained by the City of Rialto.

12. The Applicant shall submit landscaping and irrigation system improvement plans for all LLMD 2 areas for review and approval by the City Engineer. All landscaping within the LLMD 2 areas shall comply with the Landscape Plant Palette of the Renaissance Specific Plan. The irrigation system shall be separately metered from the landscaping to be maintained by the Applicant, for future use by the City upon acceptance of the parkway and median landscaping by the City. The plans shall be approved concurrently with the street improvement plans for the median and prior to issuance of a building permit, unless otherwise allowed by the City Engineer.

13. All parkway landscaping shall be guaranteed for a period of one year from the date of acceptance by the City Engineer. Any landscaping that fails during the one year landscape maintenance period shall be replaced with similar plant material to the satisfaction of the City Engineer, and shall be subject to a subsequent one year landscape maintenance period.

14. All new street lights shall be installed on an independently metered, City-owned underground electrical system. The Applicant shall be responsible for applying with Southern California Edison ("SCE") for all appropriate service points and electrical meters. New meter pedestals shall be installed, and electrical service paid by the Applicant, until such time as the underlying property is annexed into LLMD 2.

15. Any improvements within the public right-of-way require a City of Rialto Encroachment Permit.

16. The Applicant shall submit street improvement plans prepared by a registered California civil engineer to the Engineering Division for review. The plans shall be approved by the City Engineer prior to the issuance of any building permits.

17. The Applicant shall construct asphalt concrete paving for streets in two separate lifts. The final lift of asphalt concrete pavement shall be postponed until such time that on-site construction activities are complete, as may be determined by the City Engineer. Paving of streets in one lift prior to completion of on-site construction will not be allowed, unless prior authorization has been obtained from the City Engineer. Completion of asphalt concrete paving for streets prior to completion of on-site construction activities,

if authorized by the City Engineer, will require additional paving requirements prior to acceptance of the street improvements, including, but not limited to: removal and replacement of damaged asphalt concrete pavement, overlay, slurry seal, or other repairs, as required by the City Engineer.

18. The public street improvements outlined in these conditions of approval are intended to convey to the Applicant an accurate scope of required improvements, however, the City Engineer reserves the right to require reasonable additional improvements as may be determined in the course of the review and approval of street improvement plans required by these conditions.

19. The Applicant shall dedicate additional right-of-way along the entire project frontage of Tamarind Avenue as may be required to provide the ultimate half-width of 44 feet.

20. The Applicant shall construct two (2) new commercial driveway approaches on Tamarind Avenue in accordance with City of Rialto Standard Drawings, or as otherwise approved by the City Engineer. The driveway approach shall be constructed so the top of "X" is 5 feet from the property line, or as otherwise approved by the City Engineer. Nothing shall be constructed or planted in the corner cut-off area which does exceed or will exceed 30 inches in height in order to maintain an appropriate corner sight distance, as required by the City Engineer.

21. The Applicant shall construct a 5 foot wide meandering sidewalk along the entire project frontage of Tamarind Avenue in accordance with City of Rialto Standard Drawings and the Rialto Airport Specific Plan.

22. The Applicant shall construct a curb ramp meeting current California State Accessibility standards along both sides of each new commercial driveway approach located on Tamarind Avenue. The Applicant shall ensure that an appropriate path of travel, meeting ADA guidelines, is provided across the driveway, and shall adjust the location of the access ramps, if necessary, to meet ADA guidelines, subject to the approval of the City Engineer. If necessary, additional pedestrian and sidewalk easements shall be provided on-site to construct a path of travel meeting ADA guidelines.

23. The Applicant shall construct a new underground electrical system for public street lighting improvements along Tamarind Avenue. New marbelite street light poles with LED light fixtures shall be installed in accordance with City of Rialto Standard Drawings.

24. The development of the Site is subject to the requirements of the National Pollution Discharge Elimination System (NPDES) Permit for the City of Rialto, issued by the Santa Ana Regional Water Quality Control Board, Board Order No. R8-2010-0036. Pursuant to the NPDES Permit, the Applicant shall ensure development of the site incorporates post-construction Best Management Practices ("BMPs") in accordance with the Model Water Quality Management Plan ("WQMP") approved for use for the Santa Ana River Watershed. The Applicant is advised that applicable Site Design

BMPs will be required to be incorporated into the final site design, pursuant to a site specific WQMP submitted to the City Engineer for review and approval.

25. The minimum pavement section for all on-site pavements shall be 2½ inches asphalt concrete pavement over 4 inches crushed aggregate base with a minimum subgrade of 24 inches at 95% relative compaction, or equal. If an alternative pavement section is proposed, the proposed pavement section shall be designed by a California registered Geotechnical Engineer using "R" values from the project site and submitted to the City Engineer for approval.

26. An accessible pedestrian path of travel shall be provided throughout the site, as required by applicable state and federal laws.

27. The Applicant shall connect the development to the City of Rialto sewer system and apply for a sewer connection account with Rialto Water Services.

28. The Applicant shall submit sewer improvement plans prepared by a California registered civil engineer to the Engineering Division. The plans shall be approved by the City Engineer prior to issuance of any building permits.

29. The Applicant shall provide certification from Rialto Water Services demonstrating that all water and/or wastewater service accounts have been documented, prior to the issuance of a Certificate of Occupancy.

30. Domestic water service to the underlying property is provided by Fontana Water Company. The Applicant shall be responsible for coordinating with Fontana Water Company and complying with all requirements for establishing domestic water service to the property.

31. The Applicant shall submit a Precise Grading Plan prepared by a California registered civil engineer to the Engineering Division for review and approval. The Precise Grading Plan shall be approved by the City Engineer prior to issuance of a building permit.

32. The Applicant shall submit a Water Quality Management Plan identifying site specific Best Management Practices ("BMPs") in accordance with the Model Water Quality Management Plan ("WQMP") approved for use for the Santa Ana River Watershed. The site specific WQMP shall be submitted to the City Engineer for review and approval with the Precise Grading Plan. A WQMP Maintenance Agreement shall be required, obligating the property owner(s) to appropriate operation and maintenance obligations of on-site BMPs constructed pursuant to the approved WQMP. The WQMP and Maintenance Agreement shall be approved prior to issuance of a building permit, unless otherwise allowed by the City Engineer.

33. A Notice of Intent (NOI) to comply with the California General Construction Stormwater Permit (Water Quality Order 2009-0009-DWQ as modified September 2,

2009) is required via the California Regional Water Quality Control Board online SMARTS system. A copy of the executed letter issuing a Waste Discharge Identification (WDID) number shall be provided to the City Engineer prior to issuance of a grading or building permit. The Applicant's contractor shall prepare and maintain a Storm Water Pollution Prevention Plan ("SWPPP") as required by the General Construction Permit. All appropriate measures to prevent erosion and water pollution during construction shall be implemented as required by the SWPPP.

34. A Geotechnical/Soils Report prepared by a California registered Geotechnical Engineer shall be required for and incorporated as an integral part of the grading plan for the proposed development. A copy of the Geotechnical/Soils Report shall be submitted to the Engineering Division with the first submittal of the Precise Grading Plan.

35. The Applicant shall provide pad elevation certifications for all building pads in conformance with the approved Precise Grading Plan, to the Engineering Division prior to construction of any building foundation.

36. Prior to issuance of a certificate of occupancy or final City approvals, the Applicant shall demonstrate that all structural BMP's have been constructed and installed in conformance with approved plans and specifications, and as identified in the approved WQMP.

37. All stormwater runoff passing through the Site shall be accepted and conveyed across the property in a manner acceptable to the City Engineer. For all stormwater runoff falling on the site, on-site detention or other facilities approved by the City Engineer shall be required to contain the increased stormwater runoff generated by the development of the property. Provide a hydrology study to determine the volume of increased stormwater runoff due to development of the site, and to determine required stormwater runoff mitigation measures for the proposed development. Final detention basin sizing and other stormwater runoff mitigation measures shall be determined upon review and approval of the hydrology study by the City Engineer and may require redesign or changes to site configuration or layout consistent with the findings of the final hydrology study. The volume of increased stormwater runoff to retain on-site shall be determined by comparing the existing "pre-developed" condition and proposed "developed" condition, using the 100-year frequency storm.

38. Direct release of on-site nuisance water or storm-water runoff shall not be permitted to the adjacent public streets. Provisions for the interception of nuisance water from entering adjacent public streets from the Project Site shall be provided through the use of a minor storm drain system that collects and conveys nuisance water to landscape or parkway areas, and in only a storm-water runoff condition, pass runoff directly to the streets through parkway or under sidewalk drains.

39. Any utility trenches or other excavations within existing asphalt concrete pavement of off-site streets required by the proposed development shall be backfilled and repaired in accordance with City of Rialto Standard Drawings. The Applicant shall be responsible

for removing, grinding, paving and/or overlaying existing asphalt concrete pavement of off-site streets as required by and at the discretion of the City Engineer, including additional pavement repairs to pavement repairs made by utility companies for utilities installed for the benefit of the proposed development (i.e. Fontana Water Company, Southern California Edison, Southern California Gas Company, Time Warner, Verizon, etc.). Multiple excavations, trenches, and other street cuts within existing asphalt concrete pavement of off-site streets required by the proposed development may require complete grinding and asphalt concrete overlay of the affected off-site streets, at the discretion of the City Engineer. The pavement condition of the existing off-site streets shall be returned to a condition equal to or better than existed prior to construction of the proposed development.

40. In accordance with Chapter 15.32 of the City of Rialto Municipal Code, all existing electrical distribution lines of sixteen thousand volts or less and overhead service drop conductors, and all telephone, television cable service, and similar service wires or lines, which are on-site, abutting, and/or transecting, shall be installed underground. Utility undergrounding shall extend to the nearest off-site power pole; no new power poles shall be installed unless otherwise approved by the City Engineer. A letter from the owners of the affected utilities shall be submitted to the City Engineer prior to approval of the Grading Plan, informing the City that they have been notified of the City's utility undergrounding requirement and their intent to commence design of utility undergrounding plans. When available, the utility undergrounding plan shall be submitted to the City Engineer identifying all above ground facilities in the area of the project to be undergrounded

41. Upon approval of any improvement plan by the City Engineer, the improvement plan shall be provided to the City in digital format, consisting of a DWG (AutoCAD drawing file), DXF (AutoCAD ASCII drawing exchange file), and PDF (Adobe Acrobat) formats. Variation of the type and format of the digital data to be submitted to the City may be authorized, upon prior approval by the City Engineer.

42. The original improvement plans prepared for the proposed development and approved by the City Engineer (if required) shall be documented with record drawing "as-built" information and returned to the Engineering Division prior to issuance of a final certificate of occupancy. Any modifications or changes to approved improvement plans shall be submitted to the City Engineer for approval prior to construction.

43. Nothing shall be constructed or planted in the corner cut-off area of any (intersection or) driveway which does or will exceed 30 inches in height required to maintain an appropriate sight distance, as required by the City Engineer.

44. All proposed trees within the public right-of-way and within 10 feet of the public sidewalk and/or curb shall have City approved deep root barriers installed, as required by the City Engineer.

45. A Parcel Map shall be prepared by a California registered Land Surveyor or qualified Civil Engineer and submitted to the Engineering Division for review and approval. A Title Report prepared for subdivision guarantee for the subject property, the traverse closures for the existing parcel and all lots created therefrom, and copies of record documents shall be submitted with the Parcel Map to the Engineering Division as part of the review of the Map. The Parcel Map shall be approved by the City Council prior to issuance of any building permits.

46. A minimum of 48 inches of clearance for disabled access shall be provided on all public sidewalks.

47. All damaged, destroyed, or modified pavement legends, traffic control devices, signing, striping, and street lights, associated with the proposed development shall be replaced as required by the City Engineer prior to issuance of a Certificate of Occupancy.

48. The Applicant shall submit traffic striping and signage plans prepared by a California registered civil engineer, for review and approval by the City Engineer. All required traffic striping and signage improvements shall be completed concurrently with required street improvements, to the satisfaction of the City Engineer, and prior to issuance of a building permit.

49. Construction signing, lighting and barricading shall be provided during all phases of construction as required by City Standards or as directed by the City Engineer. As a minimum, all construction signing, lighting and barricading shall be in accordance with Part 6 "Temporary Traffic Control" of the 2012 California Manual on Uniform Traffic Control Devices, or subsequent editions in force at the time of construction.

50. The Applicant shall comply with all traffic impact analysis mitigations measures approved by the City of Rialto Transportation Commission.

51. The use of dust and erosion control measures to prevent excessive adverse impacts on adjoining properties will be required by the Engineering Division of the Public Works Department.

52. The Applicant shall comply with all other applicable State and local ordinances.

53. Approval of TPM No. 19407 shall be granted for a period of twenty-four (24) months from the effective date of this resolution. An extension of time for TPM No. 19407 may be granted by the Planning Commission for a period or periods not to exceed a total of thirty-six (36) months. An application for extension together with the required fee shall be filed with the Planning Division prior to the expiration date of TPM No. 19407.

54. The Applicant shall comply with all other applicable conditions of approval under CDP No. 801 and VAR No. 713.

SECTION 6. The Chairman of the Planning Commission shall sign the passage and adoption of this resolution and thereupon the same shall take effect and be in force.

PASSED, APPROVED AND ADOPTED this 26th day of October, 2016.

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JERRY GUTIERREZ, CHAIR
CITY OF RIALTO PLANNING COMMISSION