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, November 9, 2016 **6:00 PM** **CIVIC CENTER**

Members of the public are given an opportunity to speak on any listed agenda items. Please notify the Planning Division if you wish to do so. All agendas are posted in the City Hall Administration Building (150 South Palm Avenue, Rialto, California 92376) at least 72 hours in advance of the meeting. Copies of the staff reports relating to each item on the agenda are on file in the Planning Division, 150 South Palm Avenue, Rialto, California 92376 and are available for public inspection. Any person having a question concerning any agenda item may call the Planning Division (909) 820-2535 to inquire about any item described on the agenda.

NOTICE TO PUBLIC: To speak on Public Hearing Items, fill out a form located at the front counter in the lobby and give it to Development Services Staff. Each person will be allowed three (3) minutes to address the Planning Commission.

Based upon the open meeting laws (the Brown Act), additional items may be added to the agenda and acted upon by the Planning Commission only if it is considered to be a "subsequent need" or "emergency item" and is added by a two-thirds vote. Matters raised under Oral Communications may not be acted upon at that meeting other than as provided above.

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Director of Public Works at (909) 421-7279. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting. [28 CFR 35.102-35.104 ADA Title II]

If you challenge in court any action taken concerning a Public Hearing item, you may be limited to raising only those issues you or someone else raised at the Public Hearing described in this notice or in written correspondence delivered to the City at, or prior to, the Public Hearing. A decision by the Planning Commission may be appealed to the City Council. An appeal must be filed wit

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 16-769 Minutes from the October 26, 2016 Planning Commission meeting

Attachments: PC Minutes 10-26-2016

Public Hearings

1 16-775 ***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 - Draft Resolution of Approval for CDP No. 803
Exhibit I - Notice of Exemption

2 16-746

Conditional Development Permit No. 825: A request to establish a second-hand/thrift store within a 1,416 square foot commercial unit located at 980 W. Bloomington Avenue, Suite A (0128-251-09) within the C-1 (Neighborhood Commercial) zone.

Attachments:
Exhibit A - Location Map
Exhibit B- Thrift Store Locations Exhibit
Exhibit C - Site Plan
Exhibit D - Floor Plan
Exhibit E - Notice of Exemption
Exhibit F - Draft Resolution
16-746 - Exhibit F - Draft Resolution second hand thrift store - PKL comments.doc

3 16-767

Amendment No. 5 to the Renaissance Specific Plan: A request to change the zoning designation of approximately 18.20 gross acres of land (APNs: 0240-171-02, -03, -20, -21, -27 & 0240-191-07) located at the southeast corner of Renaissance Parkway and Palmetto Avenue from Freeway Commercial (FC) within the Renaissance Specific Plan to Business Center (BC) within the Renaissance Specific Plan. An Addendum to the Previously Certified Renaissance Specific Plan Environmental Impact Report (**Environmental Assessment Review No. 16-27**) has been prepared for consideration in conjunction with the project.

Tentative Parcel Map No. 19754: A request to consolidate six (6) parcels of land (APNs: 0240-171-02, -03, -20, -21, -27 & 0240-191-07) located at the southeast corner of Renaissance Parkway and Palmetto Avenue into three (3) parcels of land totaling 18.06 net acres to facilitate the development of one (1) 210,628 square foot warehouse building, one (1) 77,047 square foot warehouse building, and one (1) 53,040 square foot warehouse building. An Addendum to the Previously Certified Renaissance Specific Plan Environmental Impact Report (**Environmental Assessment Review No. 16-27**) has been prepared for consideration in conjunction with the project.

Attachments:
Exhibit A - Location Map
Exhibit B - Tentative Parcel Map No. 19754
Exhibit C - Site Plan
Exhibit D - Floor Plans
Exhibit E - Building Elevations
Exhibit F - Conceptual Landscape Plan
Exhibit G - Addendum to the RSP FEIR
Exhibit H - Draft Resolution for EAR No. 16-27
Exhibit I - Draft Resolution for RSP AMD No. 5
Exhibit J - Legal Description
Exhibit K - Draft Resolution for TPM No. 19754

Action Items

Planning Division Comments

Next Meeting Date: November 23, 2016

Planning Commission Comments

Adjournment

City of Rialto

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

Legislation Text

File #: 16-769, **Version:** 1

Minutes from the October 26, 2016 Planning Commission meeting

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CITY OF RIALTO

THE REGULAR MEETING MINUTES OF PLANNING COMMISSION

October 26, 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 26, 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

Chair Gutierrez called the meeting to order at 6:01 p.m.

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PLEDGE OF ALLEGIANCE

Chair Gutierrez 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:
Chair Jerry Gutierrez
Vice Chair John Peukert
Commissioner Dale Estvander
Commissioner Frank Gonzalez
Commissioner Al Twine
Commissioner Pauline Tidler

Absent:
Commissioner Artist Gilbert

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

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ORAL COMMUNICATIONS

Chair Gutierrez 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 she had none at this time.

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PLANNING COMMISSION MEETING MINUTES

Chair Gutierrez stated that the next item on the agenda is Planning Commission meeting minutes. Chair Gutierrez 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 Gonzalez to approve the minutes of the October 12, 2016, Planning Commission meeting. Motion carried 5-0-1. Chair Gutierrez abstained. Commissioner Gilbert was absent.

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PUBLIC HEARINGS

Chair Gutierrez stated that the next item on the agenda is **Conditional Development Permit No. 803.**

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Planning Manager, Gibson-Williams stated that she would present the item on behalf of the Associate Planner, Daniel Casey. The staff report was presented in the form of a PowerPoint presentation. The following items were covered in the presentation relating to Conditional Development Permit No. 803.

The Project Site is one (1) parcel – APN: 0239-193-11 on 4.80 gross acres located at the southeast corner of Locust Avenue Lowell Street. The Project Proposal is a storage yard for trucks and trailers (14,574 square foot building, 3,822 square foot office, 3,252 square foot storage, 7,500 square foot maintenance/repair. The site is designed to hold 61 trailer spaces which will be enclosed by solid block wall – 12 feet high (West Side) and 10 feet high (All other sides).

The Elevations are:

- Footprint articulation – North, south, and west sides of building
- Height Variation – 28 feet (Articulated Portions) / 26 feet (All other walls)
- Concrete Tilt-Up Walls
- Two (2) paint colors
- Primary Color – light gray
- Accent Color – medium blue
- Panel Reveals
- Glazing

PUBLIC HEARINGS

There are 2 (two) access points. One access point is located at Locust Avenue (North driveway) – Full access serving trucks. The second access point is located at Locust Avenue (South driveway) – Full access serving employees and visitors.

Regarding parking, the number of spaces required is 35. However, the applicant proposes 37. Resulting in a total of 2 (two) "over-parked" spaces.

Landscaping is also very important when it is next to residential. The landscape details are as follows:

- 10.6% landscape coverage
- 31-foot landscape setback on Locust Avenue
- 15-foot landscape buffer at rear of property – Italian Cypress Trees
- Abundance of trees, shrubs, and ground cover

Eddie's Trucking Company will operate according to the following schedule:

Truck Operations
2:00 a.m. Dispatch - Monday through Saturday
3:00 p.m. Return - Monday through Friday
10:00 a.m. Return - Saturday
Office Operations
8:00 a.m. to 5:00 p.m. - Monday through Friday
8:00 a.m. to 12:00 p.m. - Saturday
Repair Operations
7:00 a.m. to 4:00 p.m. - Monday through Friday
7:00 a.m. to 11:00 p.m. - Saturday
Closed every Sunday

The Development Review Committee reviewed the project on February 24, 2016, and recommended approval subject to the applicant revising various design features. All of the required revisions have been incorporated into the project plans. The Transportation Commission reviewed the project in October and approved the traffic study prepared for the project. The study estimates a total of 450 daily trips with 129 at the a.m. peak hour and 126 at the p.m. peak hour. No reduction to any level of service will occur upon completion of the project. Additionally, the project is consistent with the Planned Industrial Development (I-PID) zone. A 10-foot block wall and a 15 foot landscaped planter will provide a buffer for the adjacent single-family residences. The Project is categorically exempt pursuant to CEQA Section 15332 (In-Fill Development Projects). A Notice of Exemption has been prepared. The project is exempt because it is less than five (5) acres.

Planning Manager, Gibson-Williams stated that it is staff's recommendation that the Planning Commission adopt the attached resolution to approve Conditional Development Permit No. 803 to allow the development of a truck

PUBLIC HEARINGS

and trailer storage yard, including the construction of a 14,574 square foot industrial building subject to the findings and conditions therein.

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Chair Gutierrez asked if there were any questions of staff.

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Commissioner Gonzalez asked if there should be a 3rd light.

Planning Manager, Gibson-Williams replied and stated that accordingly to the Traffic Study there is not one required due to the number trips. The Transportation Commission did not condition the project to install a street signal. The applicant will, however, be required to pay fair share contributions because the land is vacant. In terms of street improvements, the streets will be widen to its ultimate wide away.

Vice Chair Peukert asked for clarification on the height of the wall and expressed his concern regarding the business's proposed (early morning) operating hours.

Commissioner Tidler commented that the highest wall should be closest to the neighboring homes.

Planning Manager, Gibson-Williams provided a scenario that if the wall is too high, this may block out sunlight to neighboring residents.

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Chair Gutierrez declared the public hearing open. Three (3) individuals addressed the Commission.

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The Architect, Guillermo Calvillo, and two (2) Rialto residents addressed the Commission.

Commissioner Estvander asked what is going to be parked on the site. Mr. Calvillo replied and stated that the site is going to be used to park empty trucks. The nature of the business is sand and gravel.

Vice Chair Peukert asked Ms. Gibson-Williams if staff can add a condition restricting the stacking of empty containers. Ms. Gibson-Williams replied and stated yes, we can that as part of the conditions.

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Vice Chair Peukert also asked Ms. Gibson-Williams if she can provide further clarification on sound and how it travels. Ms. Gibson-Williams briefly analyzed the potential sounds on site and stated that sounds travels in a straight line. She explained further details in relation to sound and highlighted that the Cypress Trees are tall and bushy which will help absorb any sound.

Commissioner Tidler inquired if the trees will be planted on site and asked about the size of the trees.

Ms. Gibson-Williams replied and stated that the trees will be planted and maintained on the inside of the wall. We will ask the applicant to plant 36 inch and 48 inch boxed trees.

Commissioner Tidler commented that she appreciated Ms. Gibson-Williams details regarding the geometry of the wall regarding the wall height. A wall that is too high may obstruct natural sunlight and in turn provide excess shade in the neighboring yards. Commissioner Tidler stated that she would like to retrieve her previous comment about the wall.

Chair Gutierrez asked if there are any additional questions of staff. There were none. He asked that if there was anyone who would like to speak, needs to fill out a form.

The first resident expressed his concerns regarding the noise of the diesel trucks, personal view of the mountains, traffic, and level of the height of the building.

Ms. Gibson-Williams stated that the height of the building is not taller than a typical house. It is a condition that will follow and be reviewed by the Development Review Committee (DRC).

Mr. Calvillo stated that the yard has a capacity for 61 trucks. 61 of those would be drivers and that there will be approximately six (6) people staffed in the office. The trucks are leaving from 2 a.m. – 7 a.m., but not at the same time.

Chair Gutierrez asked Mr. Calvillo if they are operating a similar business near the City.

Mr. Calvillo replied and stated yes in San Bernardino and are looking to expand to the City of Rialto.

The second resident expressed his concerns regarding the lights on the building and stressed the importance of having a light placed at Locust and Casa Grande. The resident shared that there are many children from the Middle School that cross this street and the traffic is very heavy. The City needs to take action before it is too late. Lastly, he commented that there is a truck storage location nearby that stores metal junk and dismantled truck parts which brings down the

PUBLIC HEARINGS

value of the homes. The resident also shared that he has photos of the site and stated he would like to share them with the City.

Chair Gutierrez stated that he really appreciates when citizens come out to these meetings. The Planning Commission is appointed by the City Council to look at these matters to see if standards and conditions of the City are being met. But, the Planning Commission is not the final approval of these items. The City Council are your elected officials who represent the City and the Chair encourages citizens to reach out to them.

Chair Gutierrez also kindly informed the resident that if he does not want to wait for the light to be installed, he is more than welcome to go to the City Council meeting and voice your opinion and concerns. Additionally, the Chair encourages citizens to reach out to their Area Command Officer(s) who is responsible for designated areas within the City. The Chair briefly commented that he will be more than happy to answer any specific questions after this meeting.

Commissioner Tidler stated that the resident can share the pictures with Ms. Gibson-Williams and share them with Code Enforcement. Commissioner Tidler thoughtfully explained to the resident that roads and street concerns should be taken to the Transportation Commission. The Transportation Commission meets the first Wednesday of every month here in this room. The Commission cannot respond or answer that night, but can agenized for a later time.

Chair Gutierrez stressed that the Transportation Commission are appointed officials and are not elected. The elected officials are ultimately responsible for the City and how it is being managed.

Commissioner Estvander asked the City Attorney, Lee, “theoretically” can staff condition this property and the next 3 developments so that the funds are there to place in a signal light.

City Attorney, Lee replied and stated yes. The City does impose Traffic Mitigation Fees for all the projects coming in, but is not sure if those fees are directly used for future signals. It is something that will need to be clarified.

Ms. Gibson-Williams stated that according to the Transportation Commission’s report, there is not significant traffic impacts therefor; there is no condition to install a signal.

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Chair Gutierrez stated that he would like to entertain a motion to close the public hearing.

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PUBLIC HEARINGS

Motion by Commissioner Estvander, seconded by Commissioner Gonzalez that the public hearing be closed. Motion carried 6-0. Commissioner Gilbert was absent.

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City Attorney, Lee and Ms. Gibson- Williams reiterated the issues that need to be changed in the resolution:

- Mature Cypress trees (36 inch and 48 inch box) are required to be planted on the eastern side of the property line every 8 feet
- Buffering for noise reduction with appropriate landscaping
- Striped parking lot
- No stacking
- Lighting on building revisions (For security reasons, the applicant may install low lighting)

Ms. Gibson-Williams stated that the site plan needs to be labeled as such.

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Motion by Commissioner Estvander, seconded by Commissioner Twine to bring back the resolution after all the items are added and bring it back to the next Planning Commission meeting. Motion carried 6-0. Commissioner Gilbert was absent.

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Ms. Gibson-Williams directed Assistant Planner, Rosas to provide the resident with her contact information.

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Planning Manager, Gibson-Williams stated that the applicant of the next item on the agenda is requesting a continuance of **Tentative Parcel Map No. 19407, Conditional Development Permit No. 801, and Variance No. 713** to the November 30th Planning Commission meeting.

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Motion by Commissioner Estvander, seconded by Commissioner Twine to approve a continuance of Tentative Parcel Map No. 19407, Conditional Development Permit No. 801, and Variance No. 713 to the November 30th meeting.

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PLANNING DIVISION COMMENTS

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

Planning Manager, Gibson-Williams stated that the first announcement is that we have heard from Target. Target is somewhat reluctant to meet in a Public Hearing format; due to scheduling, Target is due to come here in November and will meet with Robb beforehand.

The Commission and Planning Manager discussed the ongoing issues as they relate to the Target facility- various courses of action if Target does not take responsibility and the location of the next public hearing meeting.

Vice Chair Peukert expressed his concerns with the children crossing the street and truck traffic issues at Locust Avenue. This is a big concern that the resident brought forward and needs to be addressed. The City needs to be proactive and have professional interaction with other Commissions and Area Command Officers.

Planning Manager, Gibson-Williams stated that she will reach out to Robert Eisenbeisz to formally submit a request to the Transportation Commission.

The majority of the Commission highly expressed their interests that they would like to be educated more on the determination as they relate to traffic studies and project requirements.

Commissioner Estvander expressed his thoughts that the only valid complaint at tonight's meeting was in regards to the kids crossing the street. When people buy a new house, they go through a system, and it is called a white slip. A white slip is a permit by the state for a house to be built on that lot. People receive a booklet with everything in the area- City dump, ammo, earthquake faults so people cannot come to a Planning Commission and say that you did not know. All the new houses receive a white report. People know where the dumps are and know that it is a trucking street and know all of this. In short, he would like to see a signal light up there.

Commissioner Tidler expressed her thoughts that a signal light is fine, but until there are certain improvements on that street, a signal is not going to make any difference. The intersection at Casa Grande is not safe for kids to walk.

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PLANNING COMMISSION COMMENTS

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

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Planning Manager, Gibson-Williams stated that the Mayor extended an invitation to the Commission to attend the South Coast AQMD conference in

PLANNING COMMISSION COMMENTS

Los Angeles on November 16, 2016. The conference is related to the Environmental Justice and Air pollution and admission is free.

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ADJOURNMENT

Motion by Commissioner Estvander, seconded by Vice Chair Peukert and carried by a 6-0 vote that the meeting be adjourned. Commissioner Gilbert was absent.

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The Regular Planning Commission meeting adjourned at 7:34 p.m.

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Commission Secretary, Angela Morales
Planning Commission

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Chair, Jerry Gutierrez
Planning Commission

File #: 16-775, **Version:** 1

For the Planning Commission Meeting of November 9, 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.

Planning Commission
On October 26, 2016, the Planning Commission held a public hearing regarding Conditional Development Permit No. 803. At the hearing, the Planning Commission heard testimony from two (2) concerned residents. Specifically, the resident voiced concerns with respect to noise generated by the trucks during the early morning hours, aesthetic views, light pollution, and traffic. A discussion of the resolution to the resident's concerns is included in the Analysis/Discussion portion of the staff report.

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 7:00 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 PlanCheck/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. The proposed project should not negatively affect the surrounding properties since the Applicant will install landscape buffering and block wall screening. 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.

Amended Draft Resolution of Approval
As previously mentioned, on October 26, 2016 the Planning Commission took testimony on Conditional Development Permit No. 803 from two (2) concerned residents. The Planning Commission subsequently directed the applicant to revise the project plans and directed staff to revise the Draft Resolution of Approval to include conditions of approval that would address the residents' concerns. As such, the project plans and the Draft Resolution of Approval for Conditional Development Permit No. 803 (**Exhibit H**) now incorporate the following conditions of approval:

1. The easternmost row of parking is adjacent to a residential use and shall be restricted from truck dispatch and operations in accordance with the City's Noise Ordinance. Trucks parked in the easternmost row shall not be dispatched or operated before 6:00 a.m. and after 3:00 p.m. six (6) days a week. Trucks parked in all other rows shall not be dispatched or operated before 2:00 a.m. and after 3:00 p.m. six (6) days a week. The easternmost parking row shall be striped and signs shall be posted within the yard stating "No dispatch or operations before 6:00 a.m.". All drivers shall be notified of this noise restriction in writing.

2. The use shall be limited to the operation, maintenance, and repair of rock quarry related trucks and trailers only.

3. Trailers shall be stored empty at all times.

4. Trailers shall not be stacked on top of one another at any time.

5. A minimum of one (1) Cupressus Sempervirens "Italian Cypress" tree shall be installed every eight (8) linear feet within the fifteen (15) foot wide planter along the entire east property line of the Site. Fifty (50) percent of the trees shall be thirty-six (36) inch box in size and fifty (50) percent of the trees shall be forty-eight (48) inch box in size. The trees shall be identified on the formal Landscape Plan submittal prior to the issuance of building permits.

6. One (1) year after the date of approval, the Planning Commission will review the operation to determine compliance with all conditions of approval of the Conditional Development Permit. Thereafter, the Planning Commission will review the operation on an annual basis.

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 I**).

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 H**) 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

N

SCOPE OF WORK

- STORAGE YARD FOR 61 EMPTY QUARRY/CONSTRUCTION MATERIAL VEHICLES (TRUCK AND TRAILER).
- 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

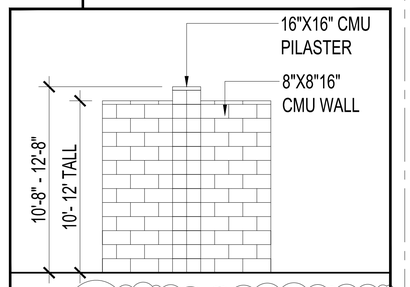
BUILDING OCCUPANCY & TYPE:
OFFICE: B / V-B
WAREHOUSE/ SHOP: S-1 / I-A
ZONING: RIALTO AIRPORT SPECIFIC PLAN
NUMBER OF EMPLOYEES: N/A
APN: 0239-193-11-0-000

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

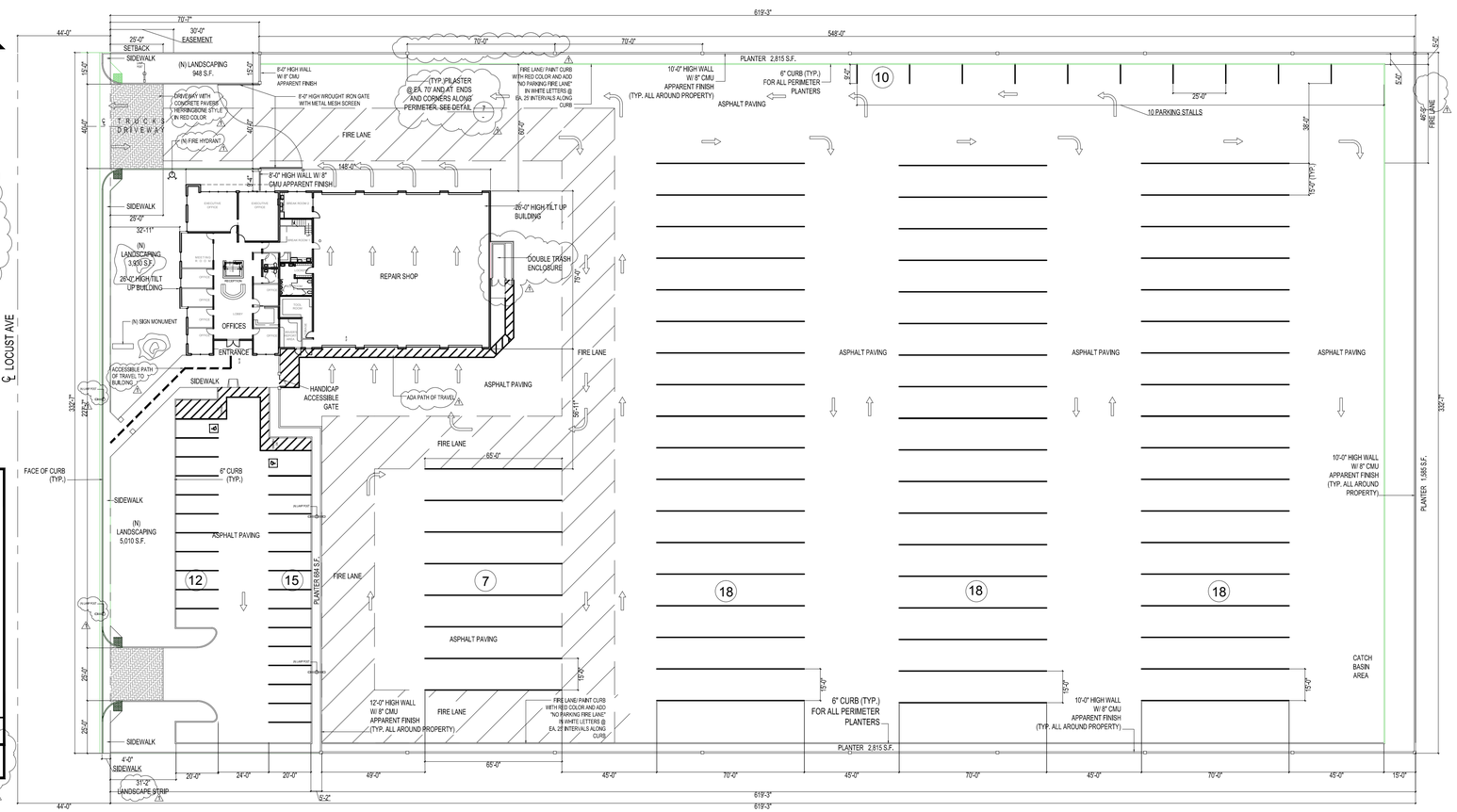
TRUCK RESTRICTIONS:

- TRUCKS PARKED WITHIN THE EASTERN-MOST ROW SHALL NOT OPERATE BETWEEN THE HOURS OF 3:00 P.M. AND 6:00 A.M. SEVEN DAYS A WEEK.
- TRUCKS PARKED WITHIN ALL OTHER ROWS SHALL NOT OPERATE BETWEEN THE HOURS OF 3:00 P.M. AND 2:00 A.M. SEVEN DAYS A WEEK.
- STORAGE AND USE OF ROCK QUARRY TRUCKS AND TRAILERS ONLY.
- ALL TRAILERS TO BE STORED EMPTY AT ALL TIMES.

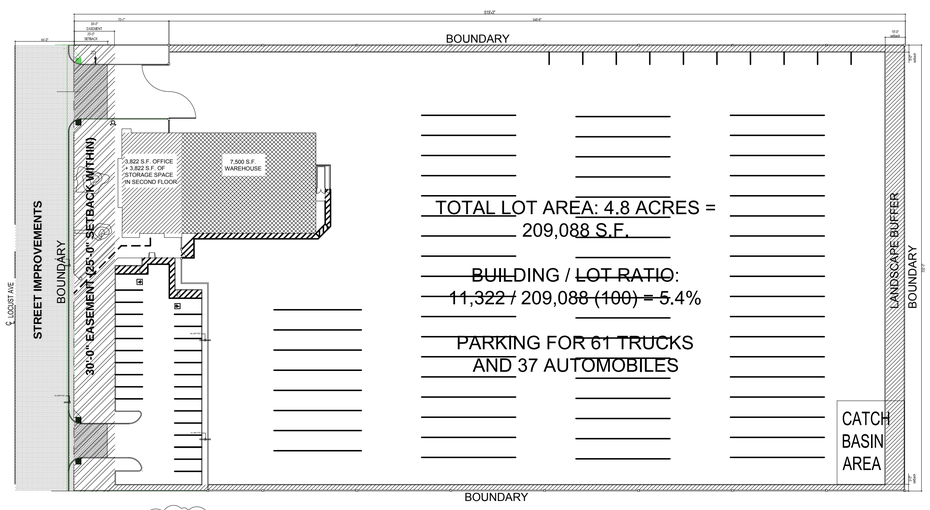


FENCE WALL PILASTER DETAIL N.T.S. | 7

SCOPE OF WORK & PROJECT DATA | 5



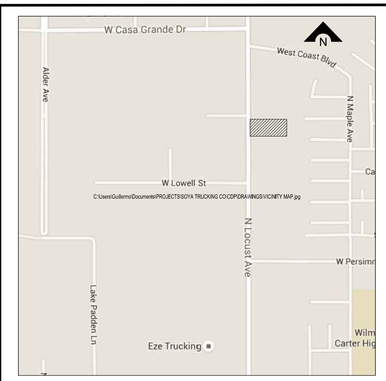
S I T E P L A N | SCALE: 1/32" = 1'-0" | 1



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.

S E T B A C K S & E A S E M E N T S | 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

U T I L I T I E S | 4

L A N D U S E | 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
2	CCS	11/03/16	NOTE ADDED FOR TRUCK RESTRICTIONS PER CITY ATTORNEY.

PRINTS ISSUED

CALVILLO CONSULTING SERVICES
2421 FOOTHILL BOULEVARD NO.3C IN 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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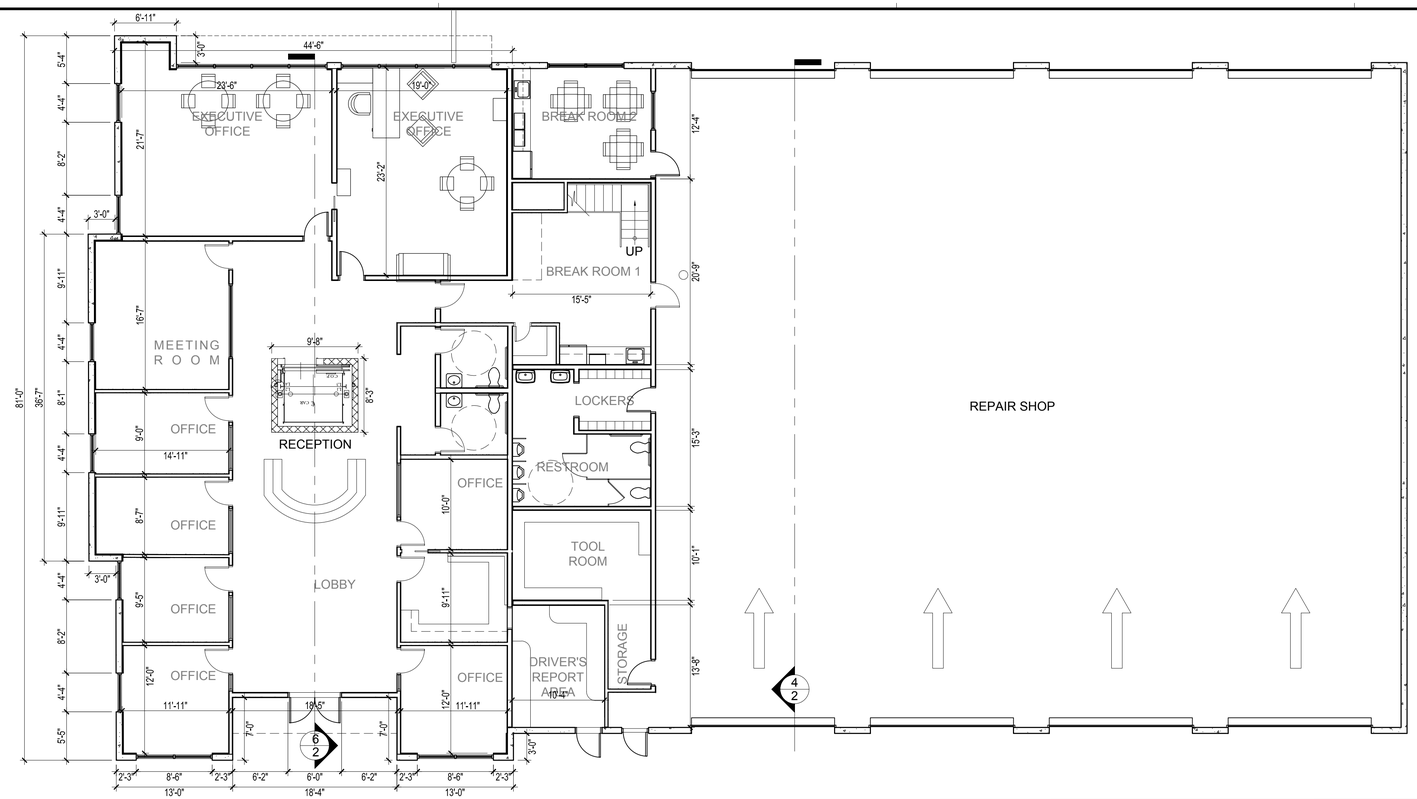
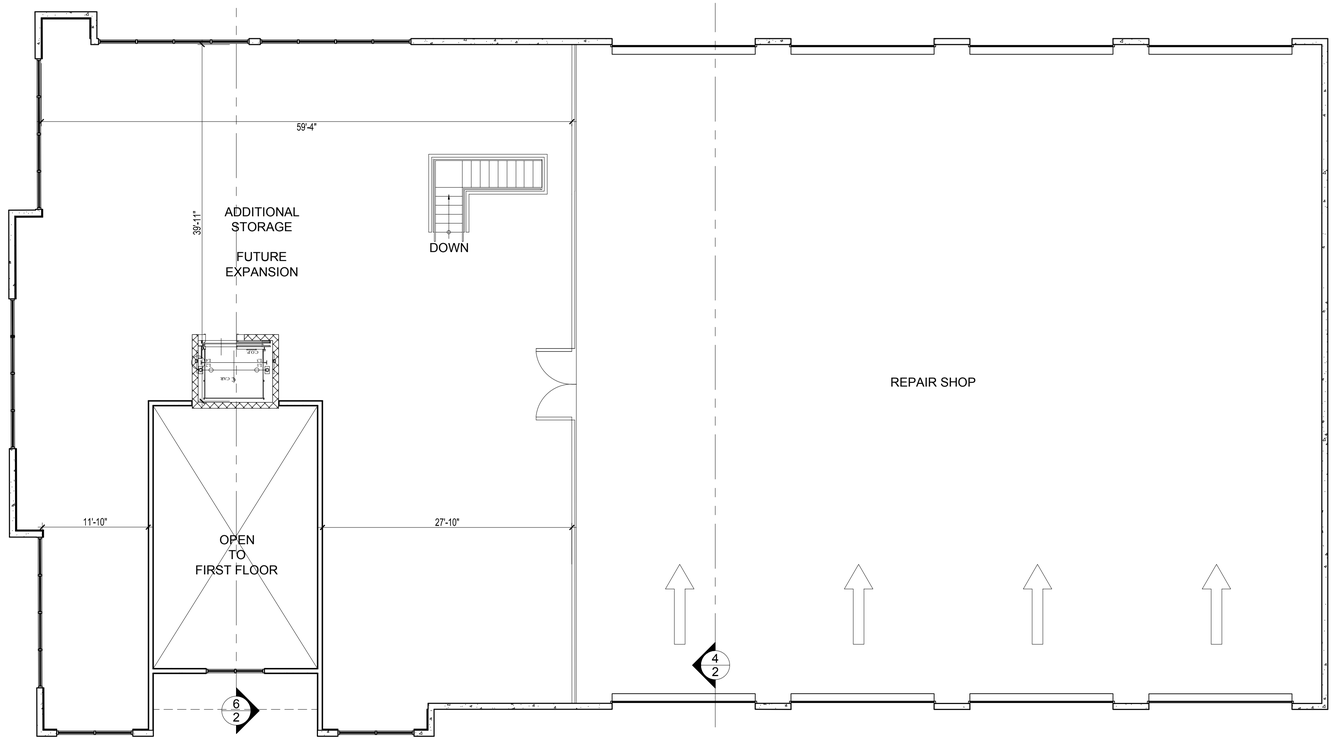
JOB NO.
DRAWING NUMBER
1
OF 7 DRAWINGS



FIRST FLOOR PLAN

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



SECOND FLOOR PLAN

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

REVISION			
NO.	BY	DATE	DESCRIPTION

PRINTS ISSUED

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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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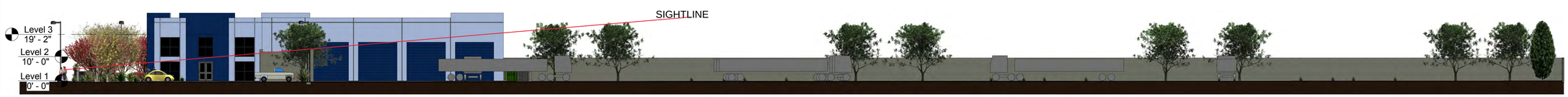
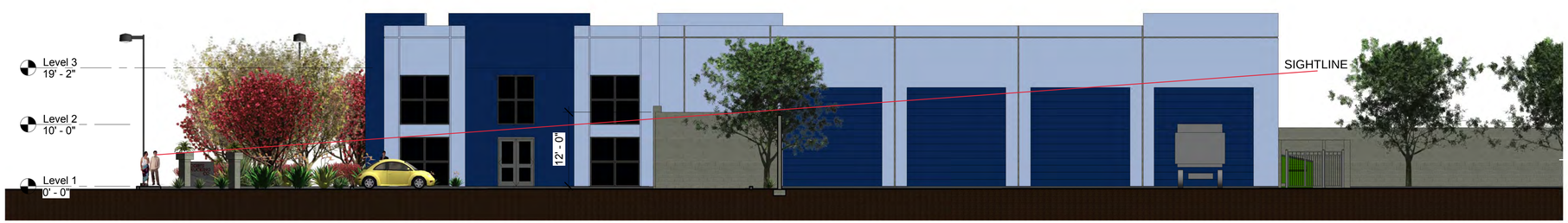
DRAWING NUMBER 3 OF 7 DRAWINGS	

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



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



3 Section 8
1" = 10'-0"

REVISIONS	PRINTS ISSUED

CALVILLO CONSULTING /SERVICE/
2421 Foothill Boulevard No. 3E La Verne, California 91750
Phone 951. 990. 5705 Fax 909. 596. 3129
CalvilloConsulting@yahoo@outlook.com

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

CALVILLO CONSULTING /SERVICES/
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CalvilloConsulting@yahoo@outlook.com

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

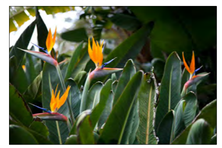
MIX OF GRASS AND SALVIAS
GRAVEL GROUNDCOVER AND BOULDERS

SALVIA X-SUPERBA

SALVIA NEMOROSA WESUWE

AGAVE ATTENUATA

AGAVE VICTORIAE-REIGINAE



CRANE LILY

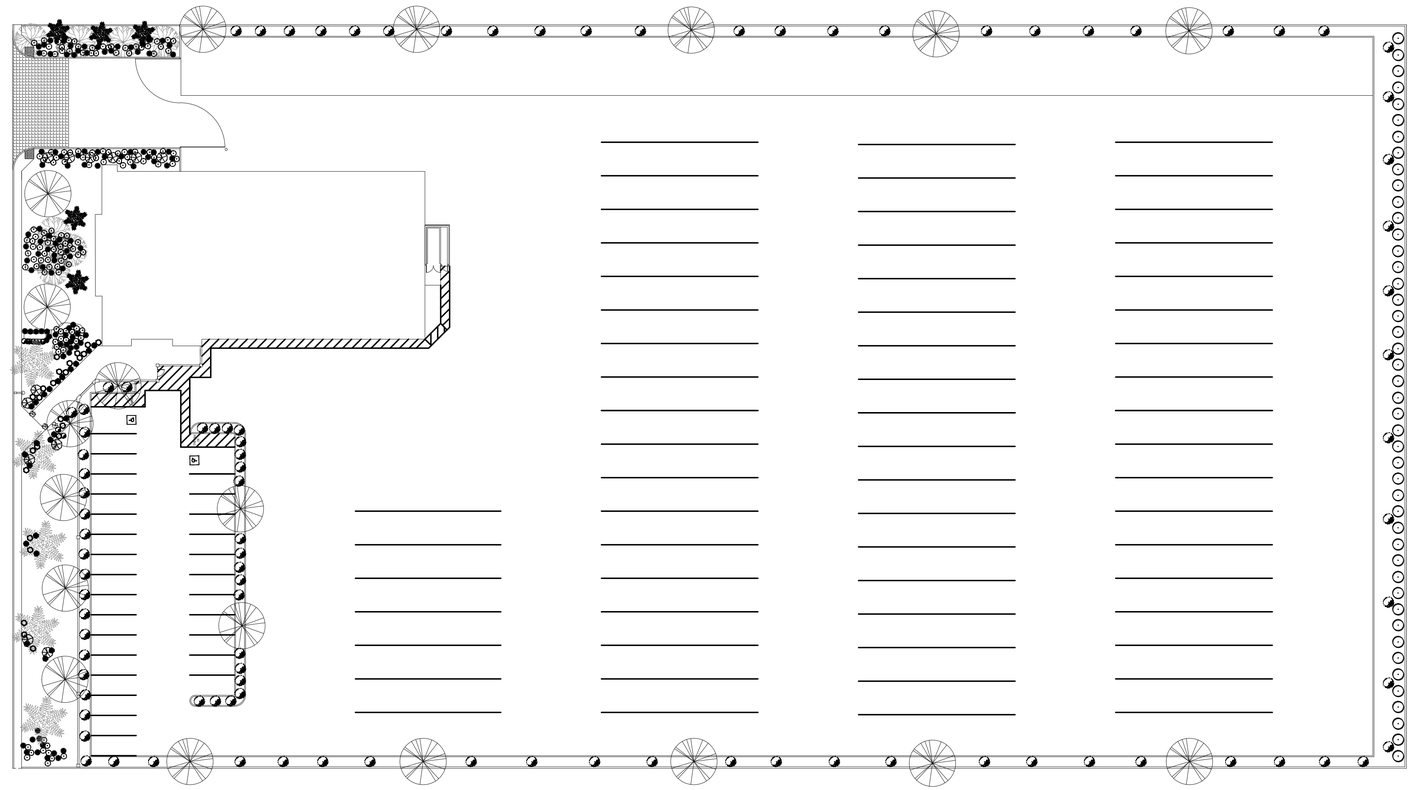
YUCCA FAXONIANA

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 36" BOX MIN. 2
- PALMA WASHINGTONEA

REVISION NO.	BY	DATE	DESCRIPTION
2	CCS	11/03/16	ADDED SIZE OF BOX FOR ITALIAN CYPRESS

PRINTS ISSUED

CALVILLO CONSULTING SERVICES
2420 FOOTHILL BOULEVARD / NOCO, AL VERDE, CALIFORNIA 91750
PHONE: (909) 596-5129 CELL: (951) 990-3705
calvilloconsulting@services@yahoo.com

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

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

DRAWING CONTENTS
CONCEPTUAL LANDSCAPE PLAN

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DRAWING NUMBER 5 OF 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").

Prepared by _____
(signature)

Sandhya Perumalla
(949) 923-6074

Reviewed by _____
(signature)

Cathy Lawrence, PE
(949) 923-6064

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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Stantec

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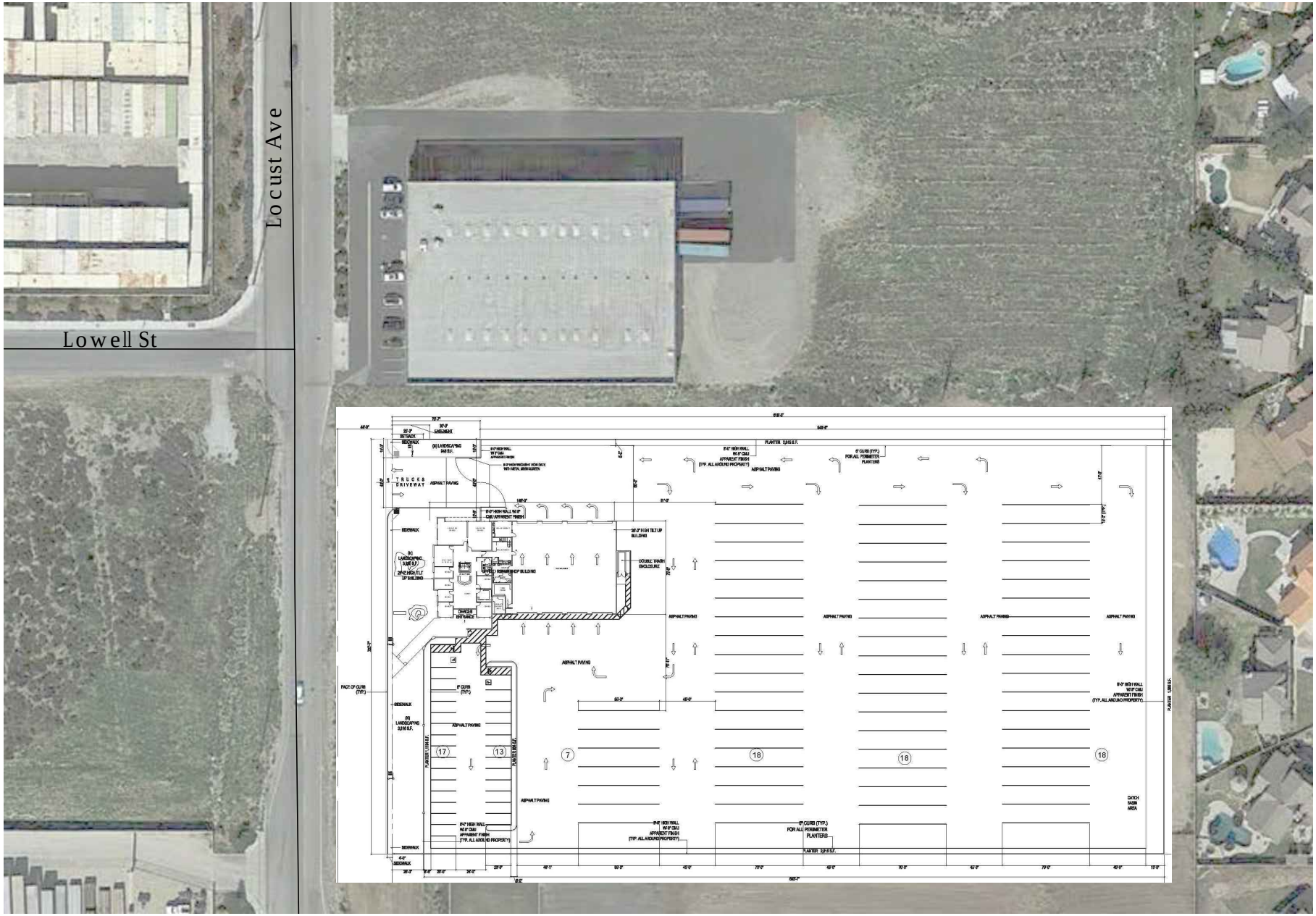
Figure 1

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

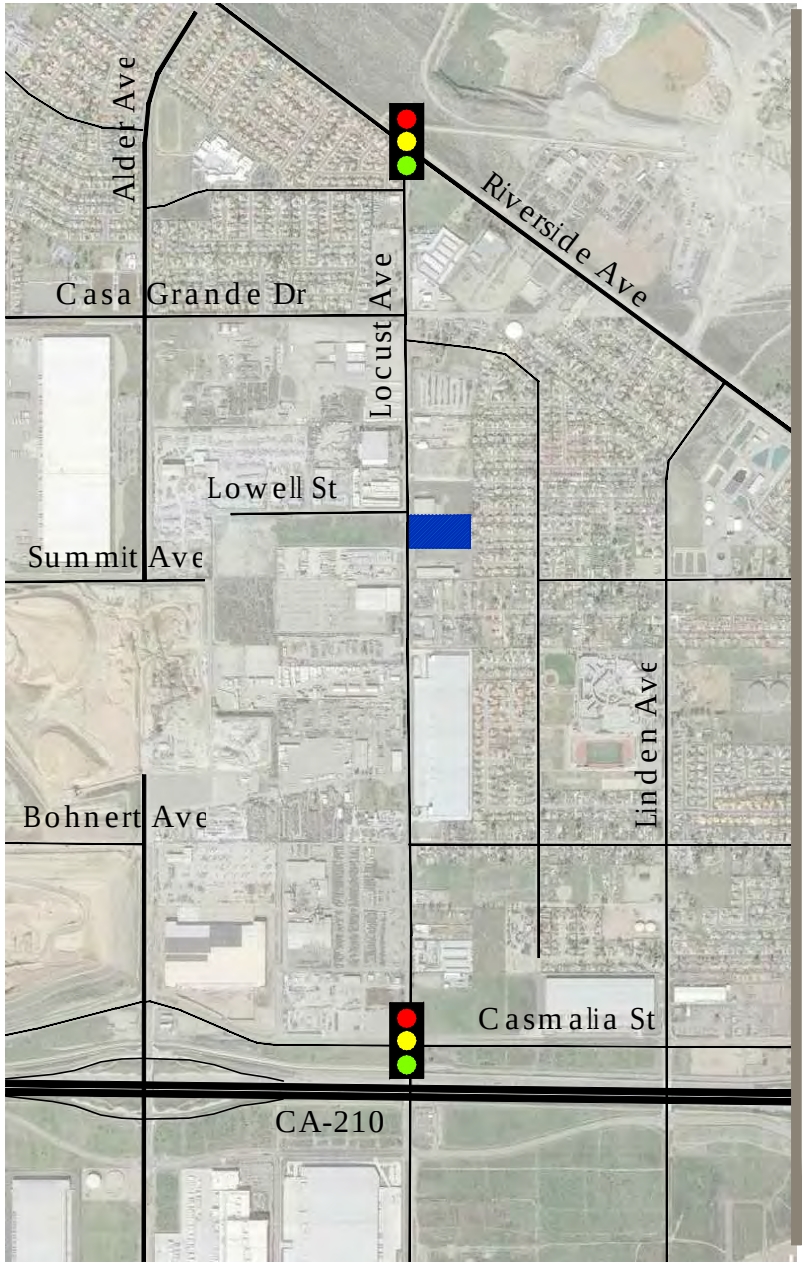
Figure 4 illustrates the AM and PM peak hour volumes during existing conditions at each study area intersection. The 24-hour midblock average daily traffic (ADT) volume was also collected at two locations on Locust Avenue, north and south of the project site. The count data sheets can be found in the 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.

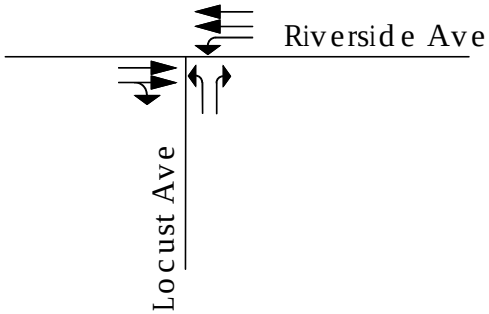
Figure 5 depicts the General Plan Circulation Element in the project vicinity.

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





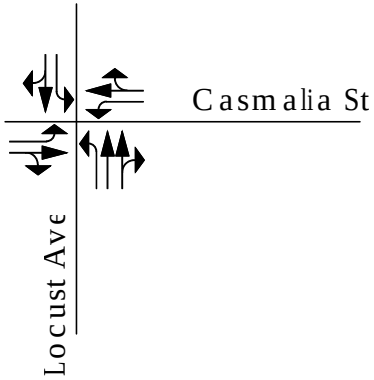


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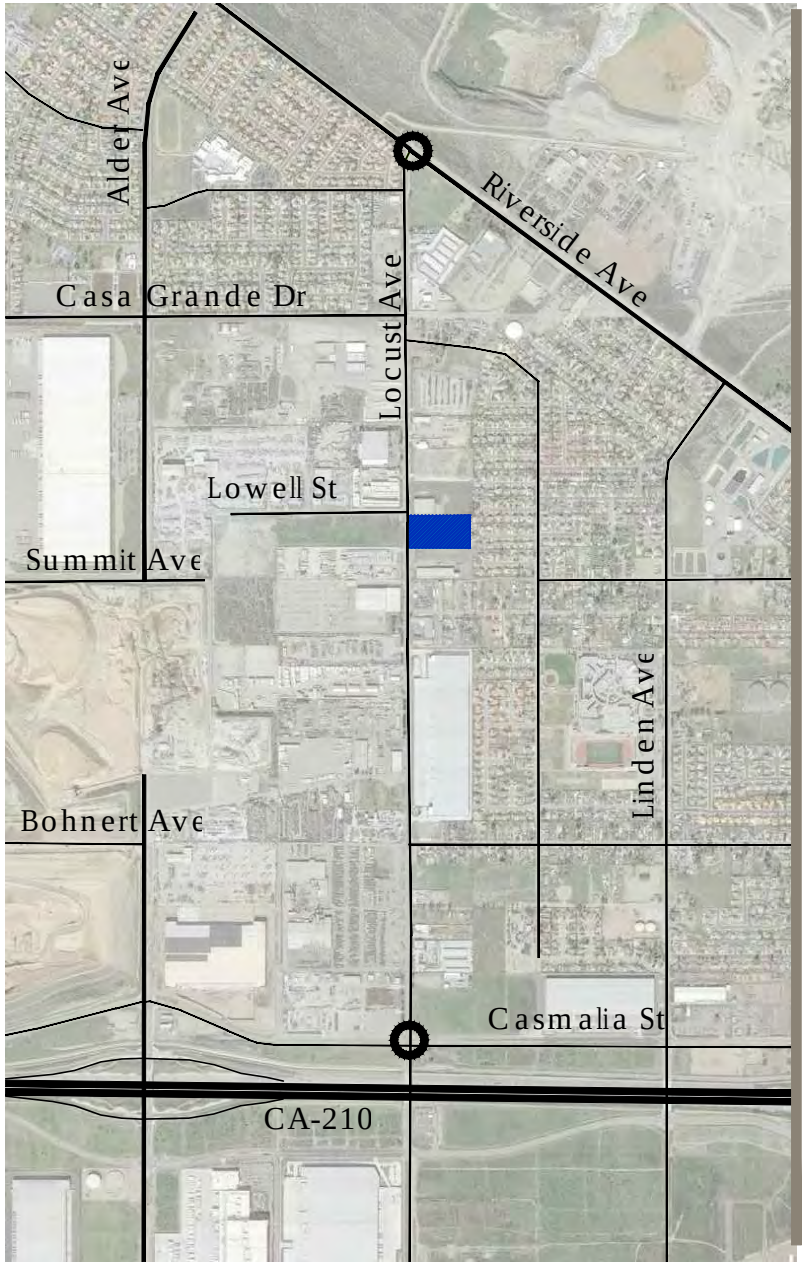
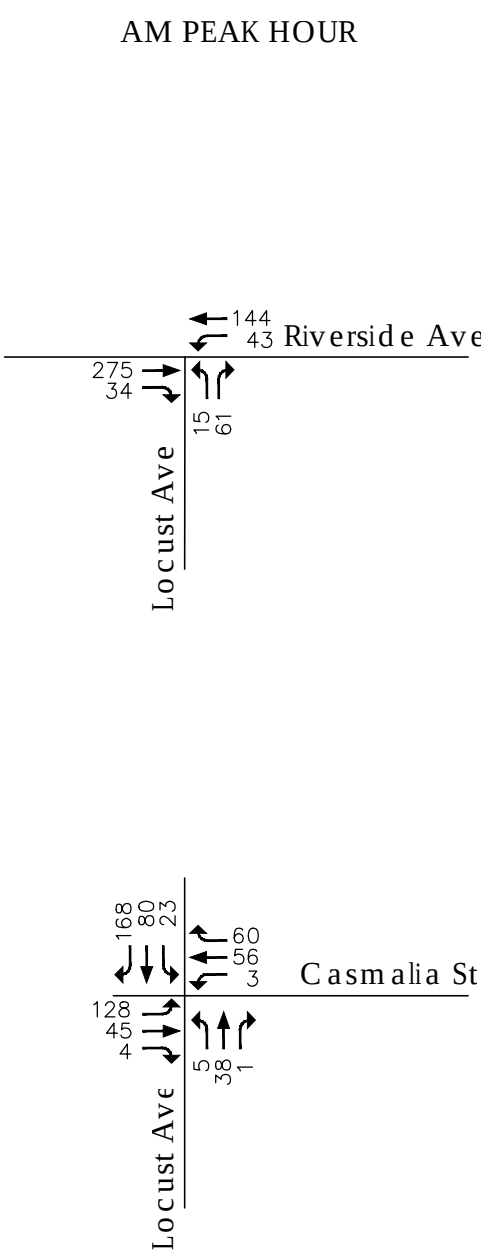
Figure 3

Traffic Controls and Lane Geometry - Existing Conditions

2.2





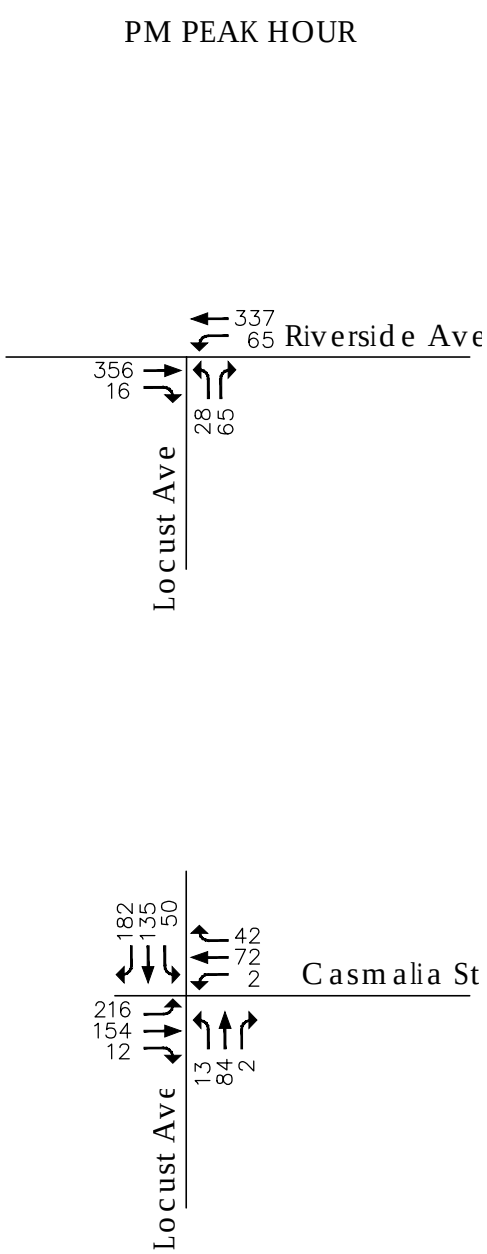


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Figure 4

AM & PM Peak Hour Volumes - Existing Conditions

2.3

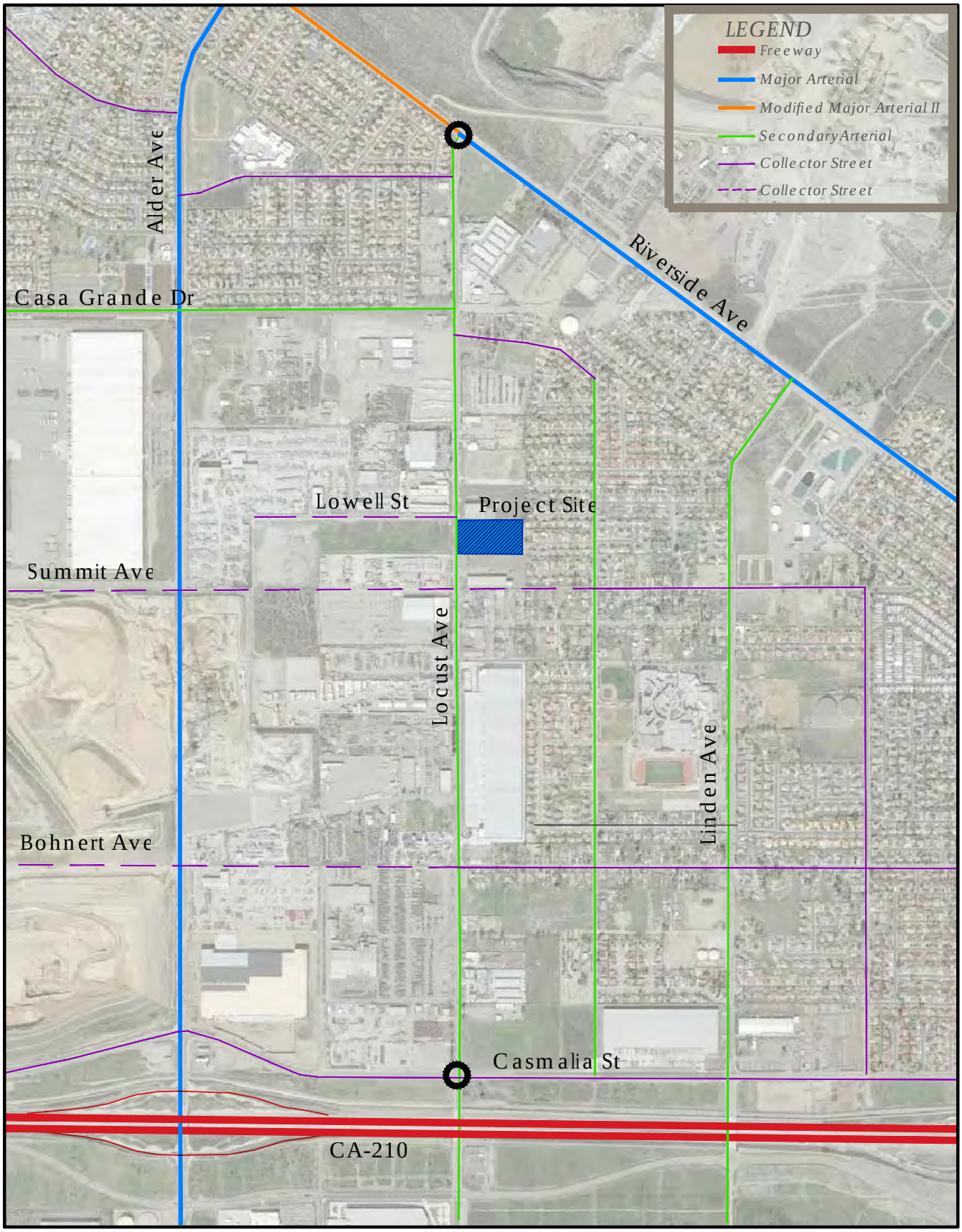

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Figure 5

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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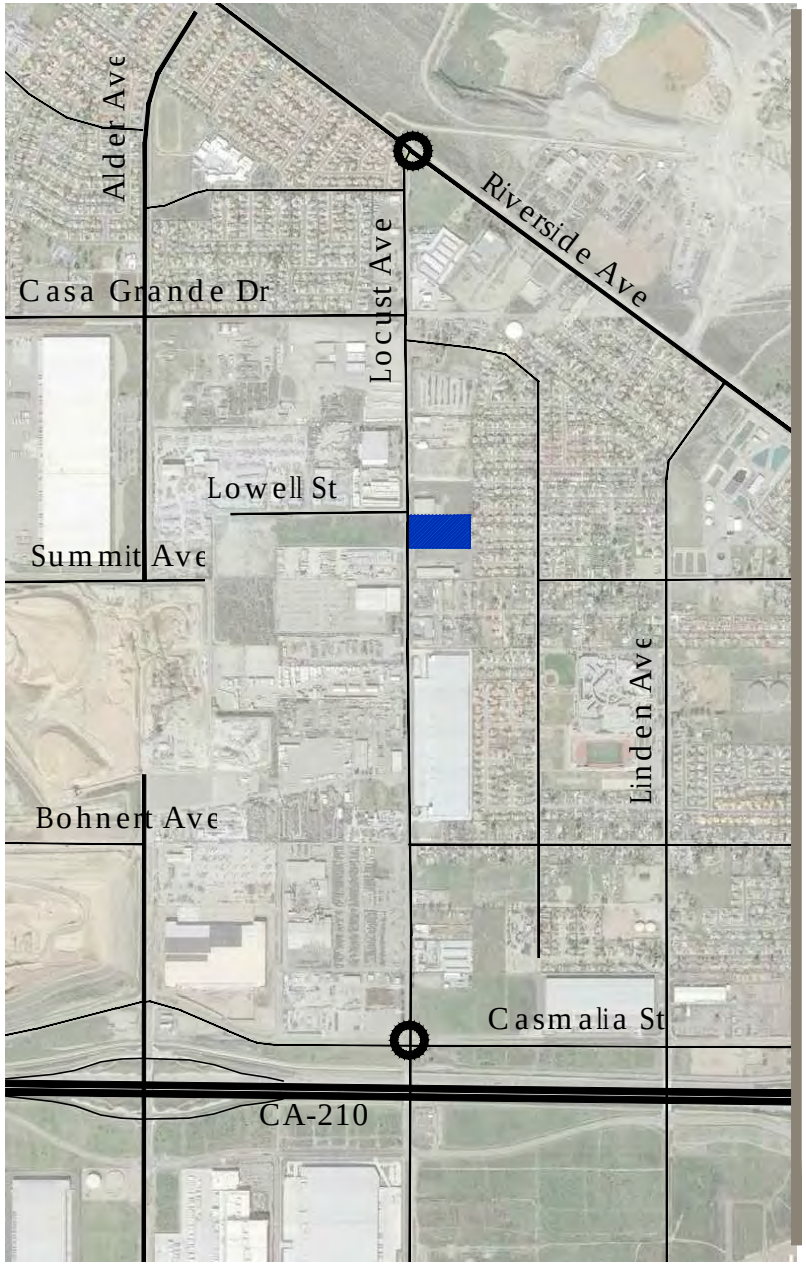

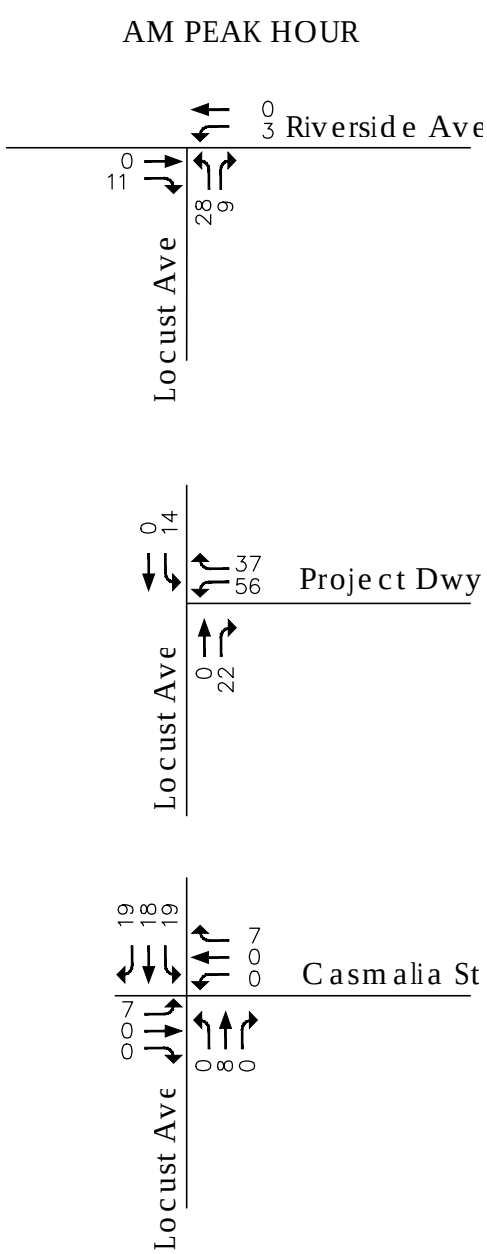

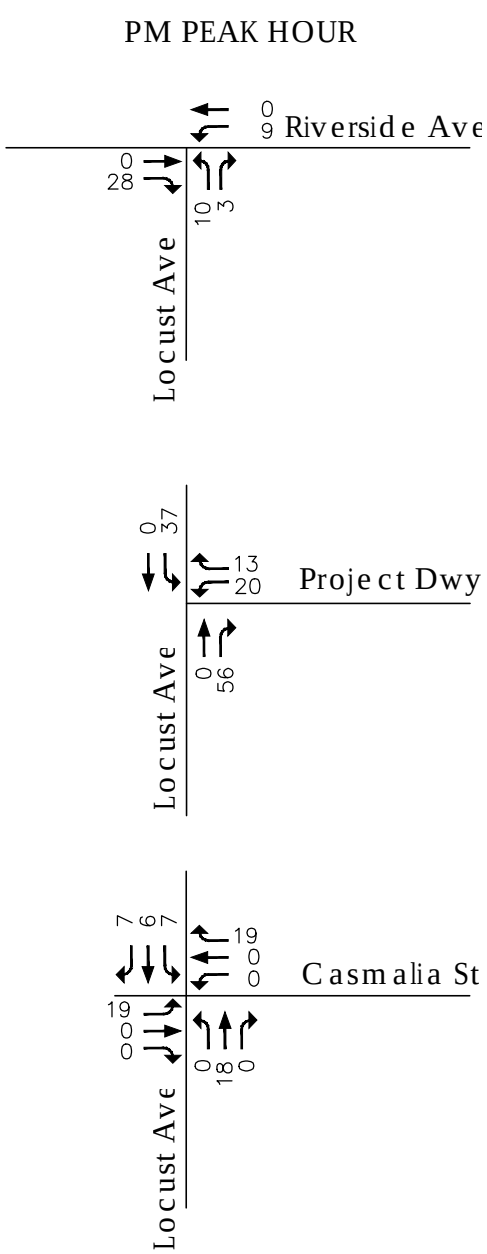

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Figure 7

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.

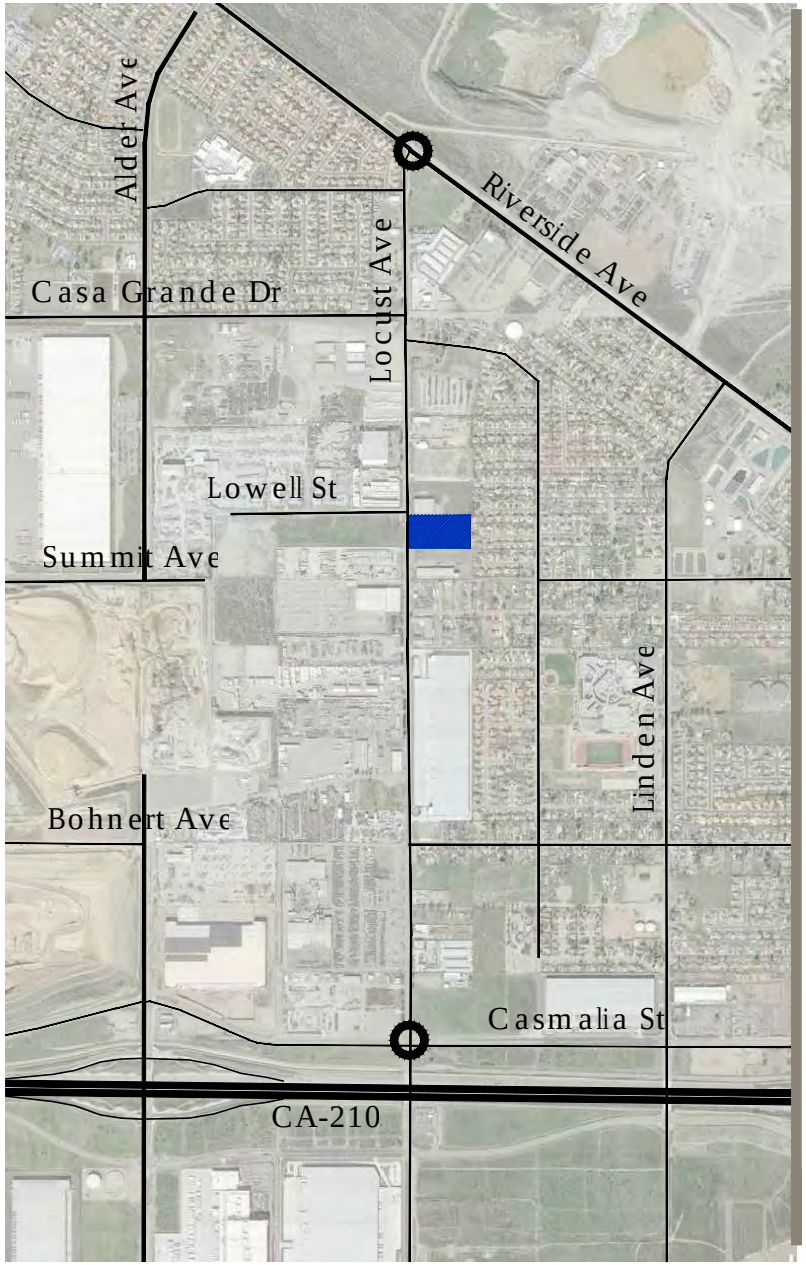
The City of Rialto defines a significant impact at an intersection if the addition of project traffic causes the intersection LOS to fall below LOS D, or where the peak hour delay increases as follows:

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



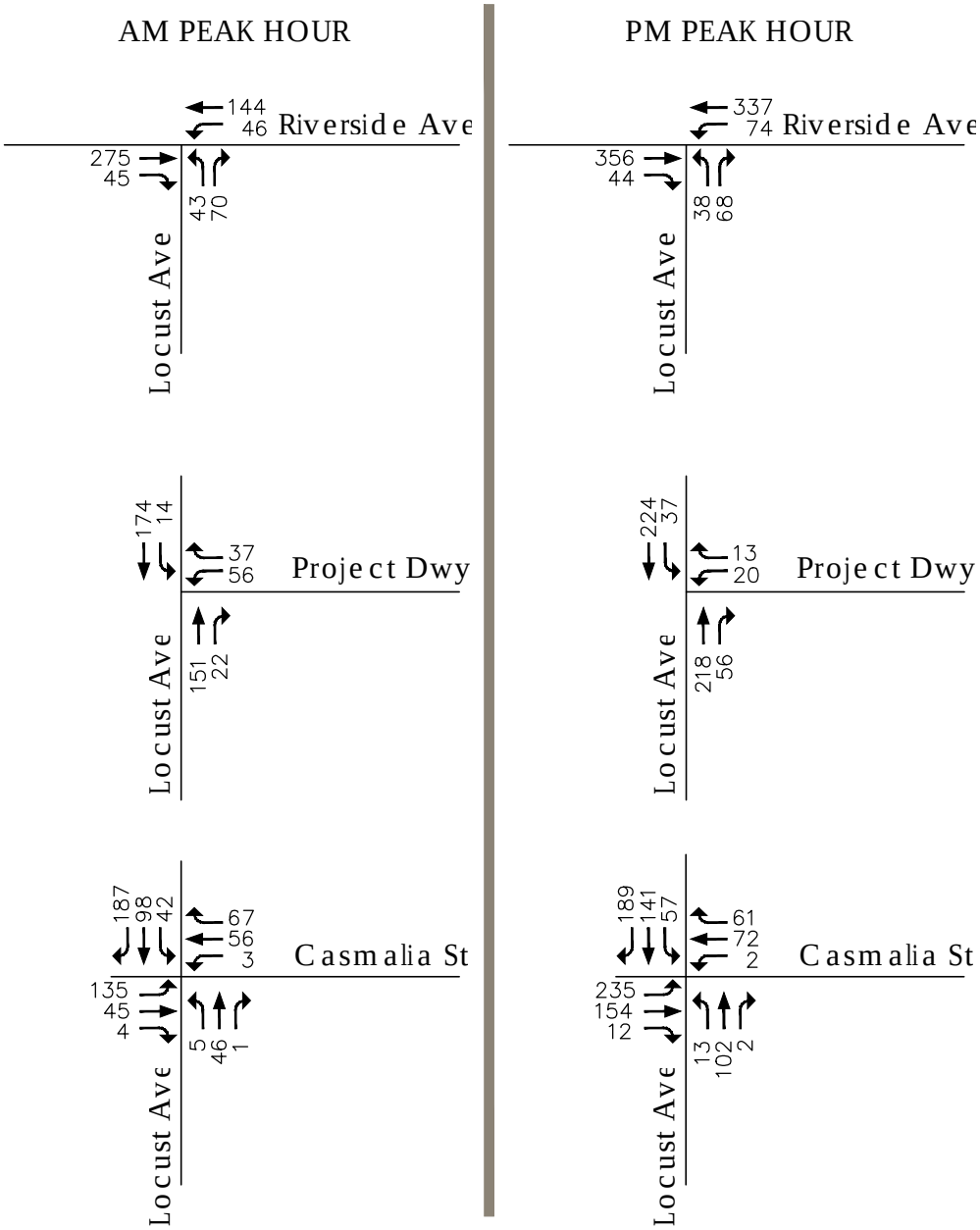


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Figure 8

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

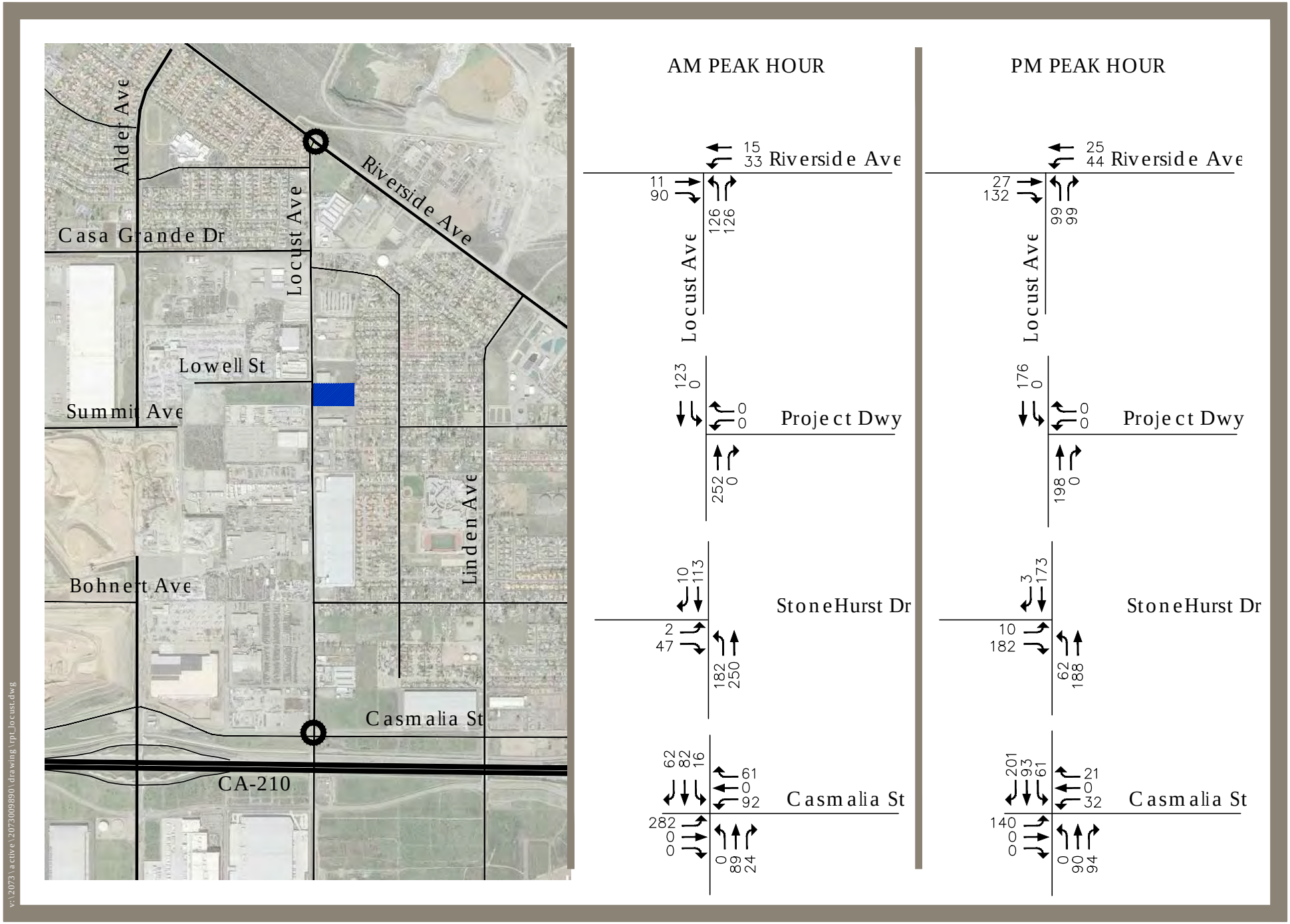

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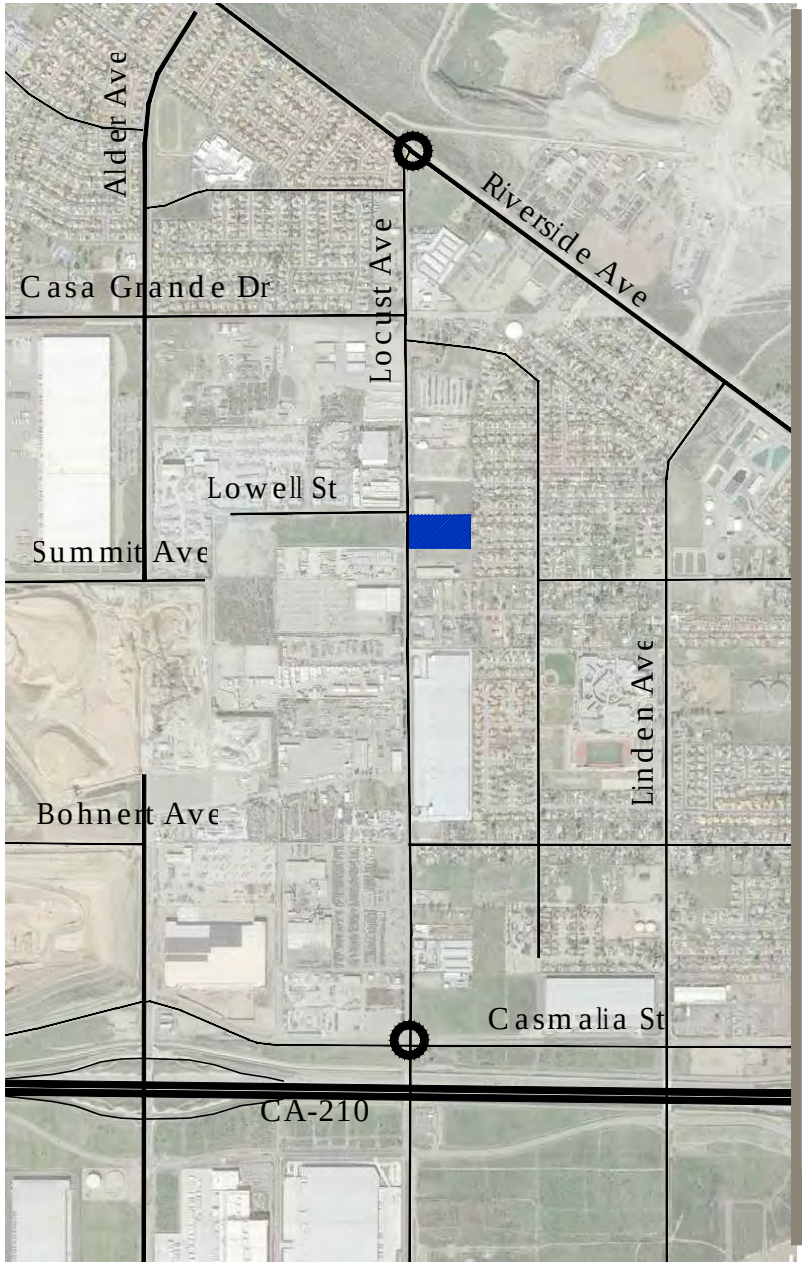
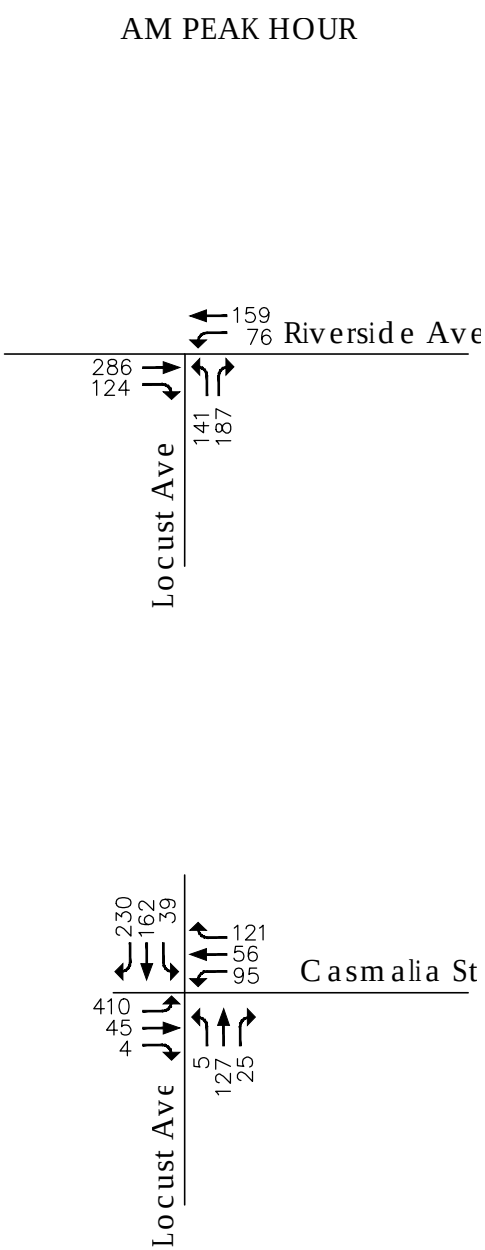
Figure 10

AM & PM Peak Hour Volumes - Cumulative Projects Only

3.10





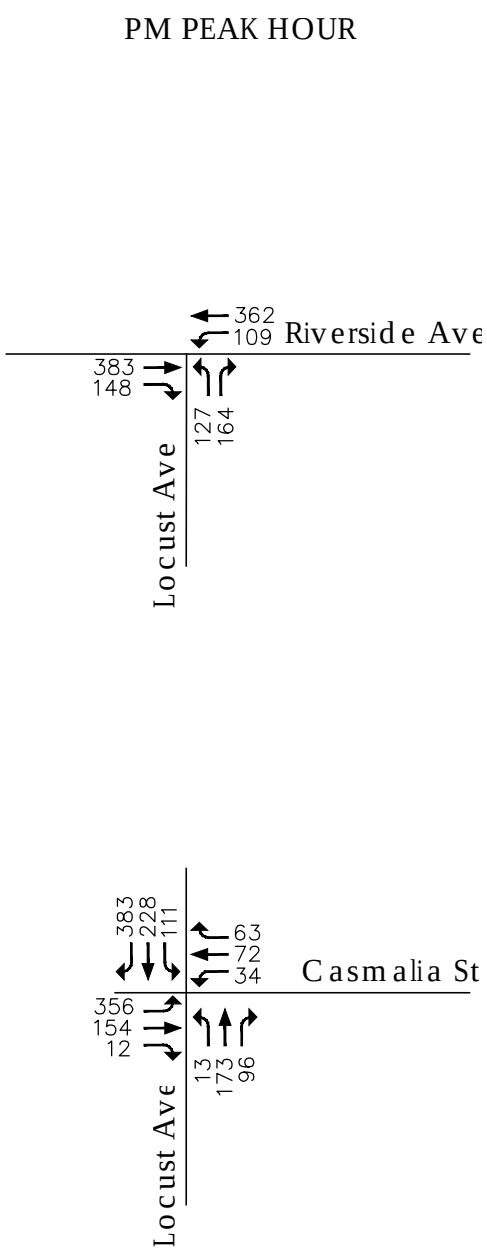


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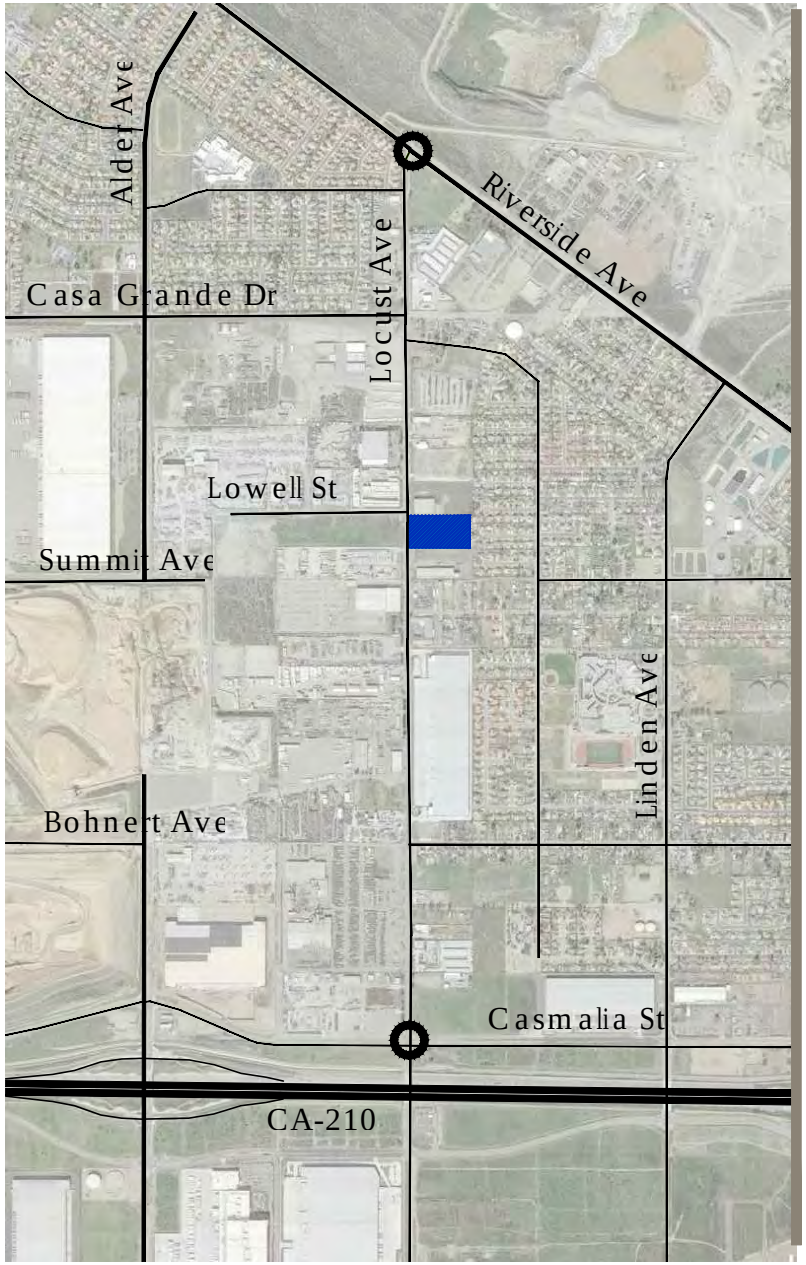
Figure 11

AM & PM Peak Hour Volumes - Cumulative Conditions without Project



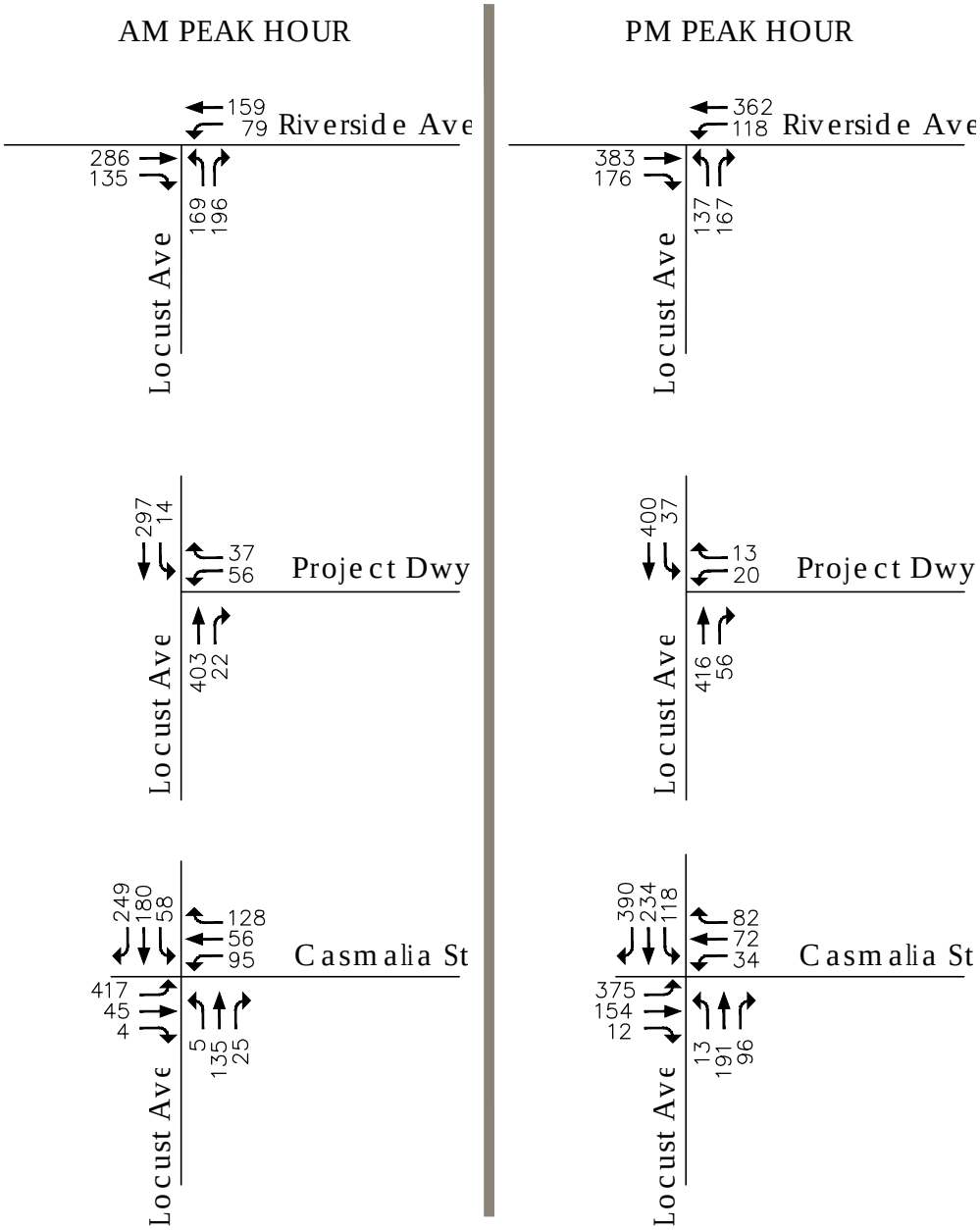


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Figure 12

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

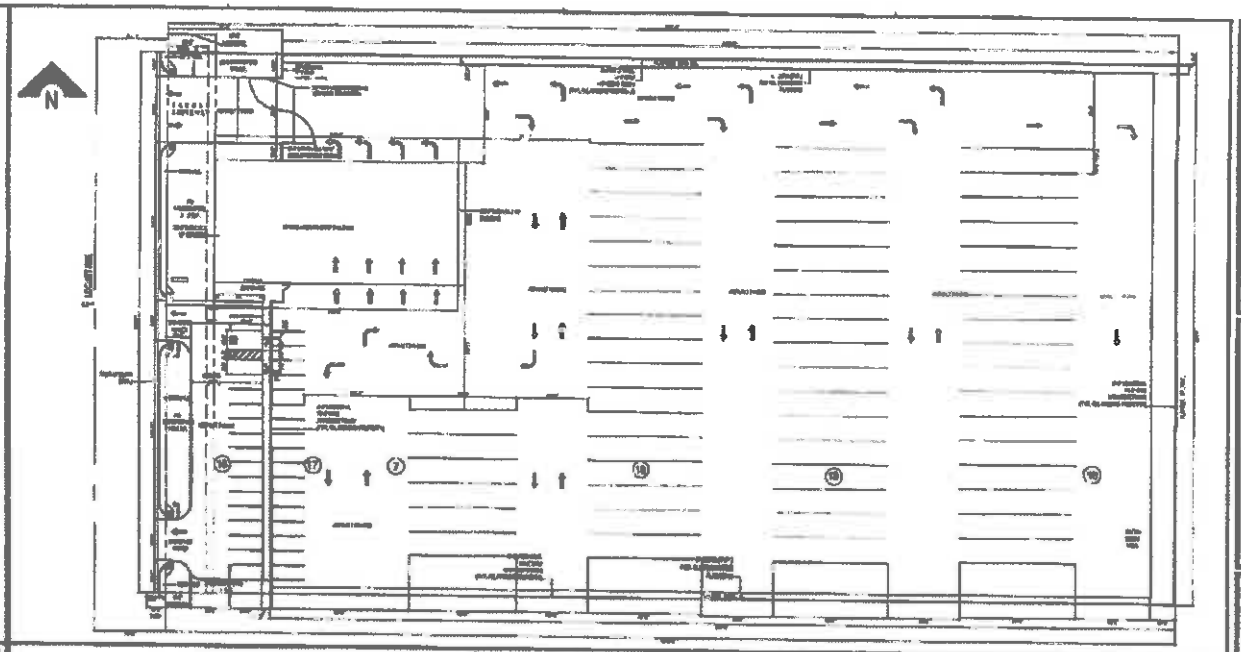
NUMBER OF EMPLOYEES: 20

APN: 0128-183-11-0-000

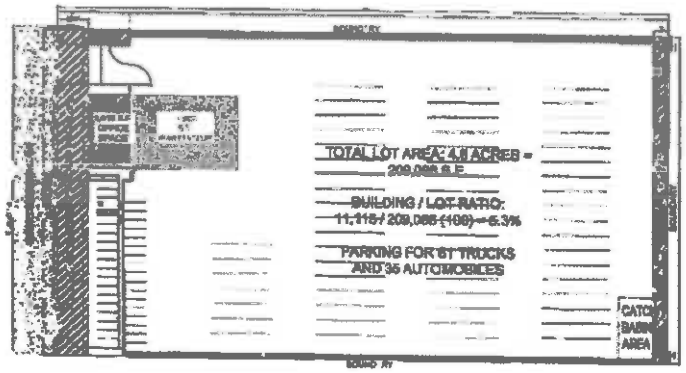
OWNER: EDDIE SOTA
PHONE: 909-714-1251
EMAIL: [illegible]

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]

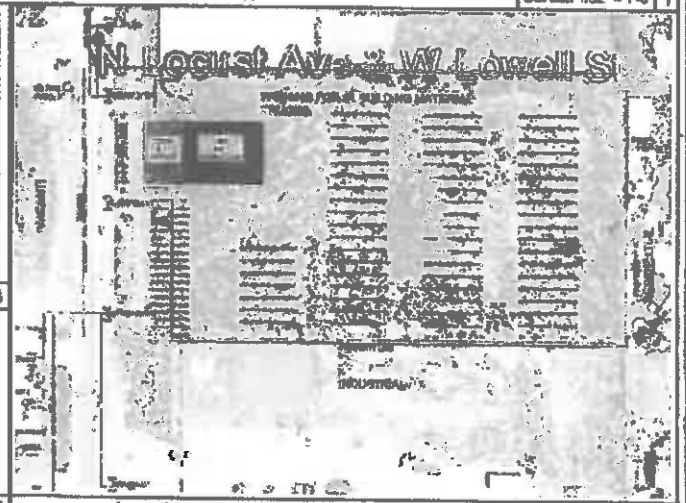
TRASH: EDCO DISPOSAL
1880 AGUA MANSA RD, RIVERSIDE, CA 92509 [illegible]

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

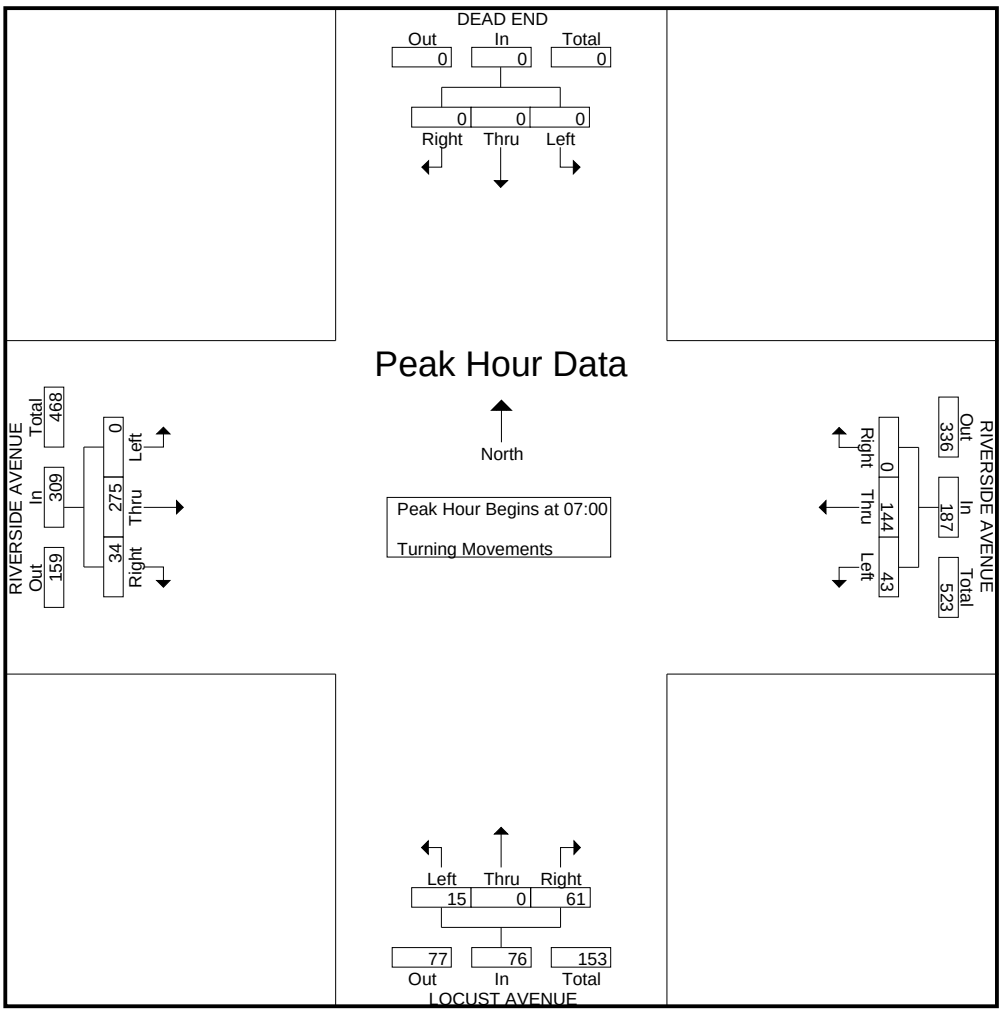
Groups Printed- Turning Movements

	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

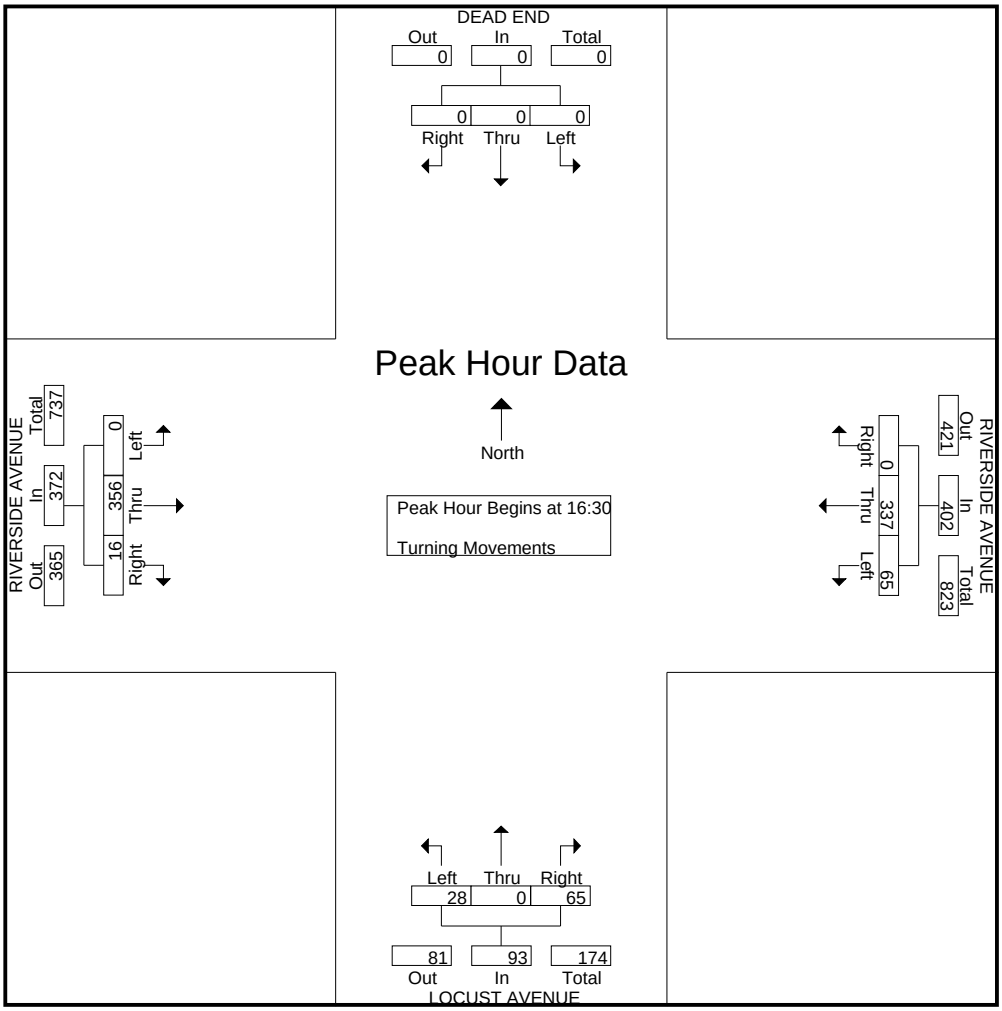
	DEAD END Southbound				RIVERSIDE AVENUE Westbound				LOCUST AVENUE Northbound				RIVERSIDE AVENUE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
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

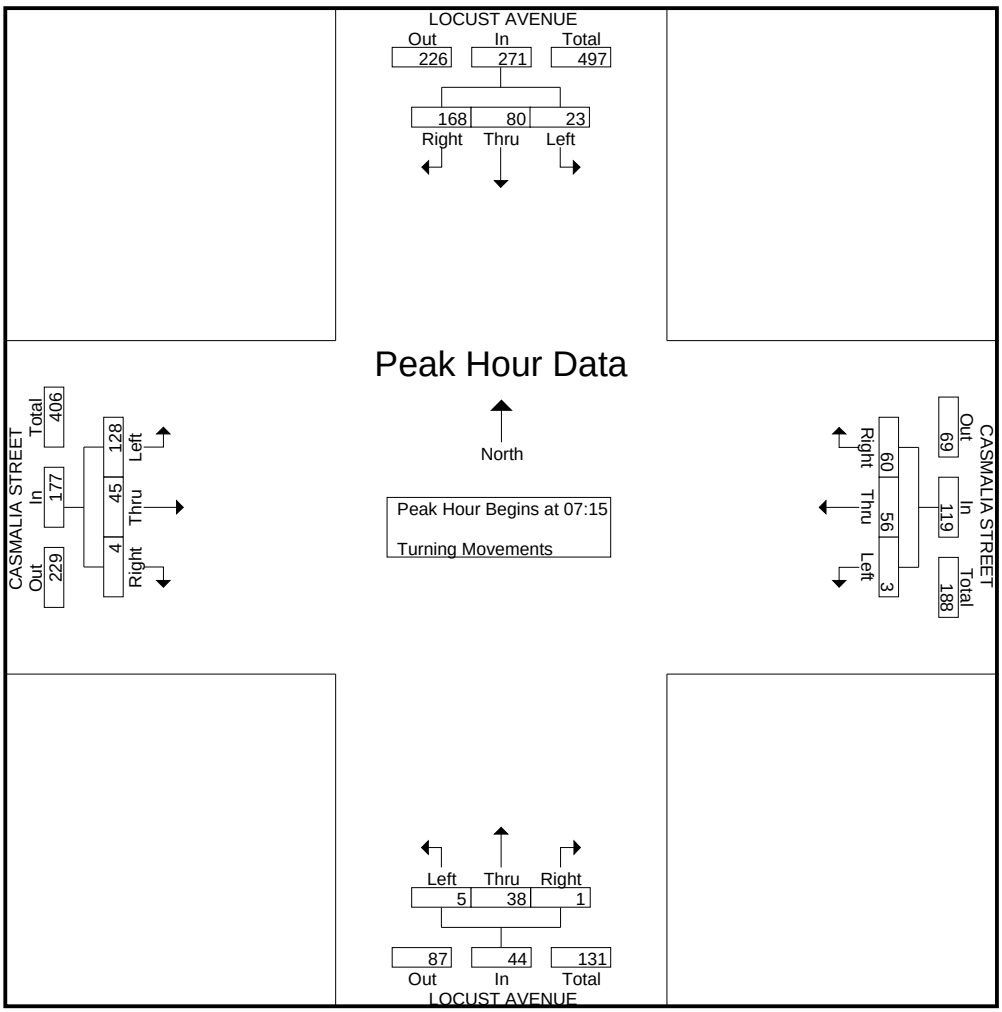
Groups Printed- Turning Movements

	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

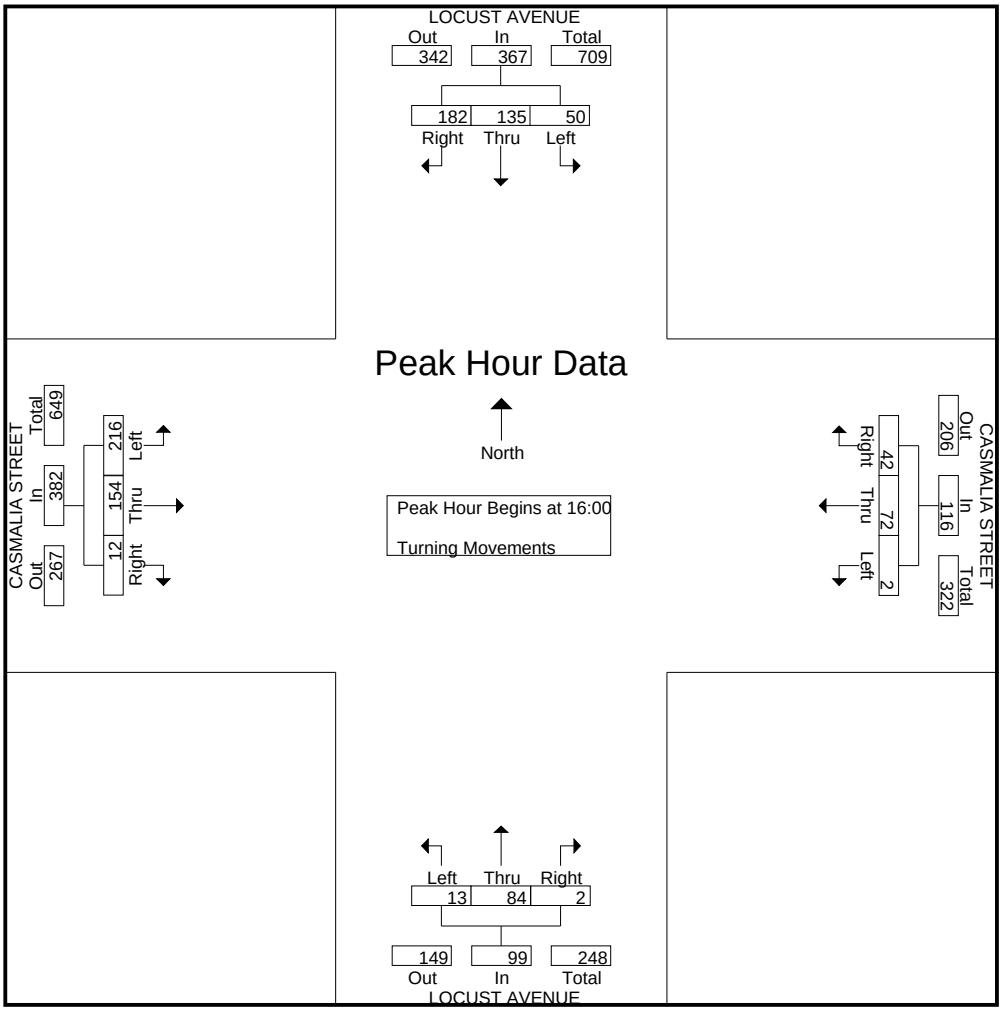
	LOCUST AVENUE Southbound				CASMALIA STREET Westbound				LOCUST AVENUE Northbound				CASMALIA STREET Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
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

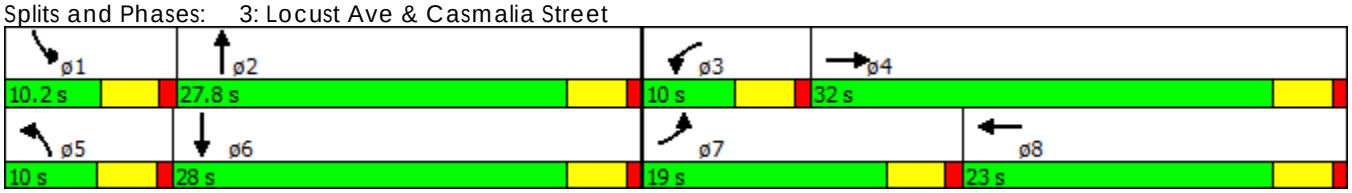
Appendix C SYNCHRO WORKSHEETS

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

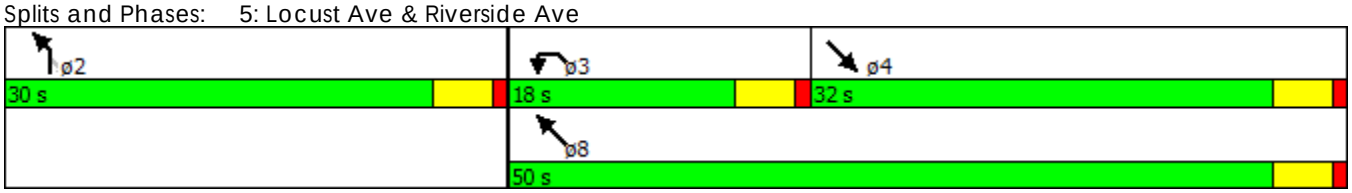


Lane Group	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	15	61	275	34	43	144
Future Volume (vph)	15	61	275	34	43	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	0		0	125	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	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

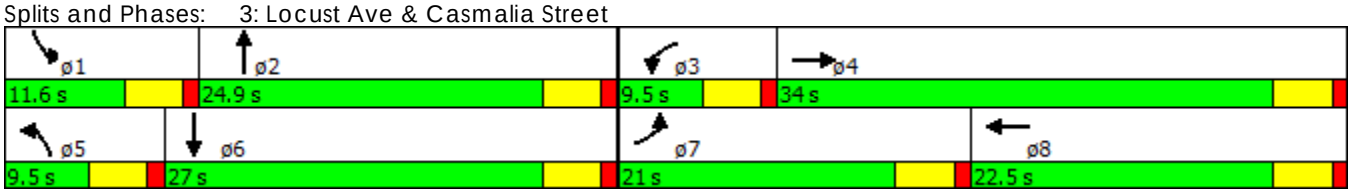


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	216	154	12	2	72	42	13	84	2	50	135	182
Future Volume (vph)	216	154	12	2	72	42	13	84	2	50	135	182
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (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

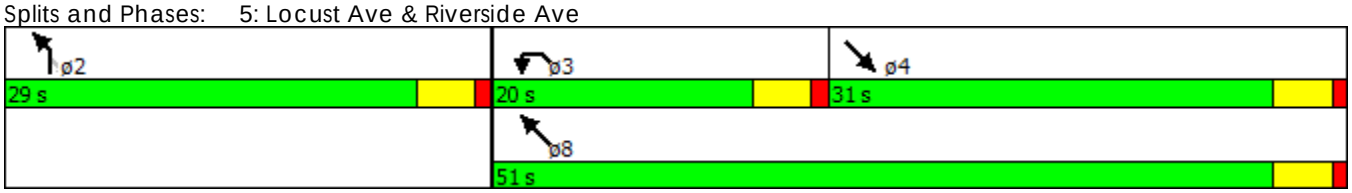


Lane Group	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	28	65	356	16	65	337
Future Volume (vph)	28	65	356	16	65	337
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	0		0	125	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	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

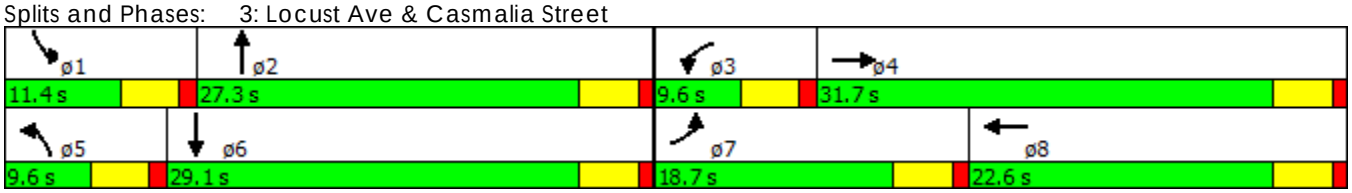


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	135	45	4	3	56	67	5	46	1	42	98	187
Future Volume (vph)	135	45	4	3	56	67	5	46	1	42	98	187
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	280		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

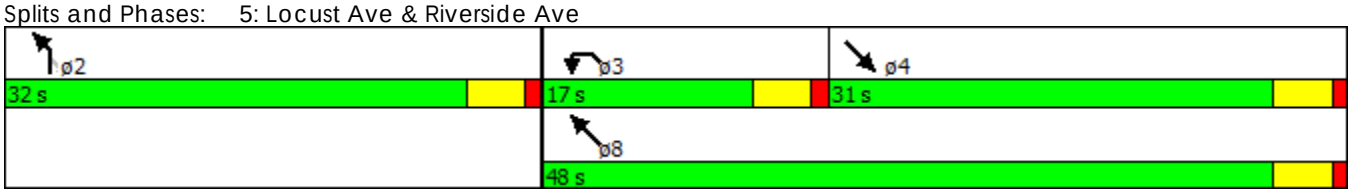


Lane Group	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	43	70	275	45	46	144
Future Volume (vph)	43	70	275	45	46	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	0		0	125	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	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		

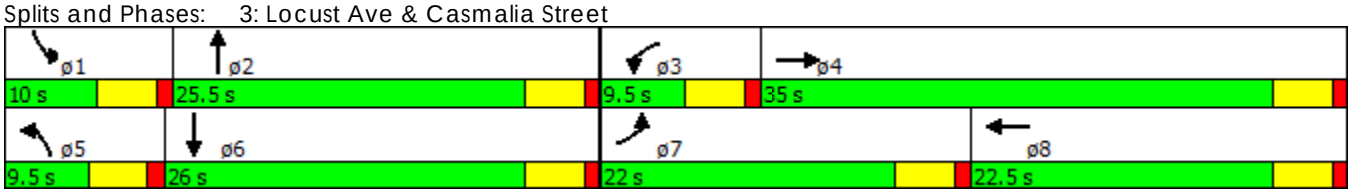
Intersection Summary			
Average Delay	2.6		
Intersection Capacity Utilization	32.7%	ICU Level of Service	A
Analysis Period (min)	15		

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

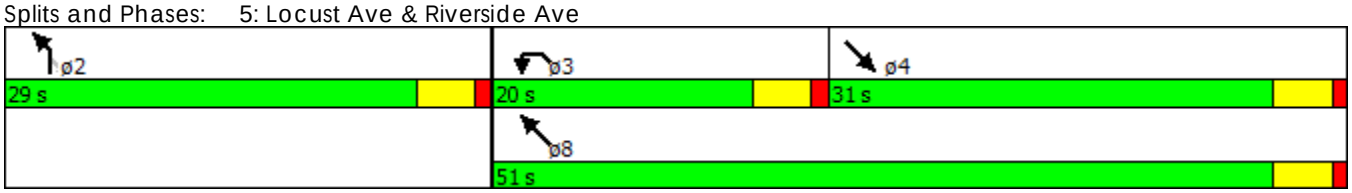


Lane Group	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	38	68	356	44	74	337
Future Volume (vph)	38	68	356	44	74	337
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	0		0	125	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	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		

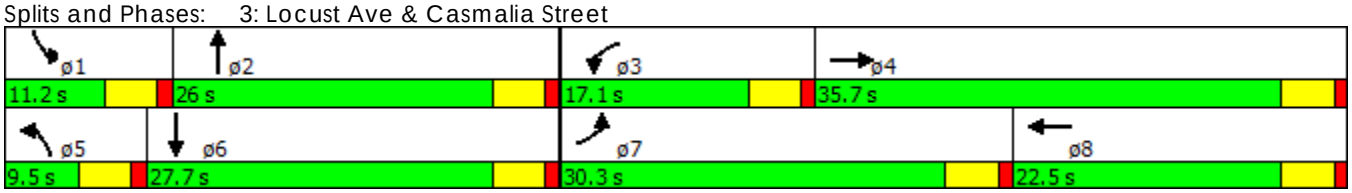
Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	42.0%	ICU Level of Service	A
Analysis Period (min)	15		

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

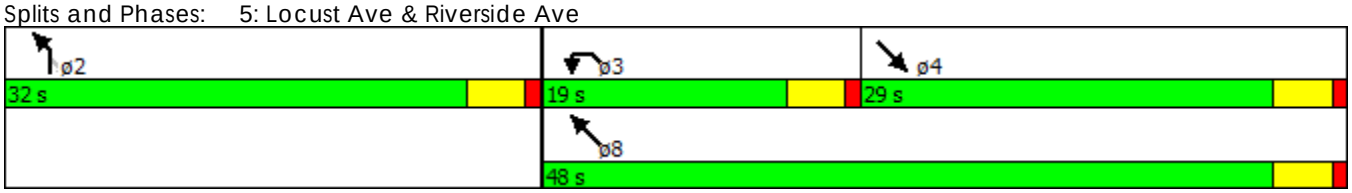


Lane Group	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	141	187	286	124	76	159
Future Volume (vph)	141	187	286	124	76	159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	0		0	125	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	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

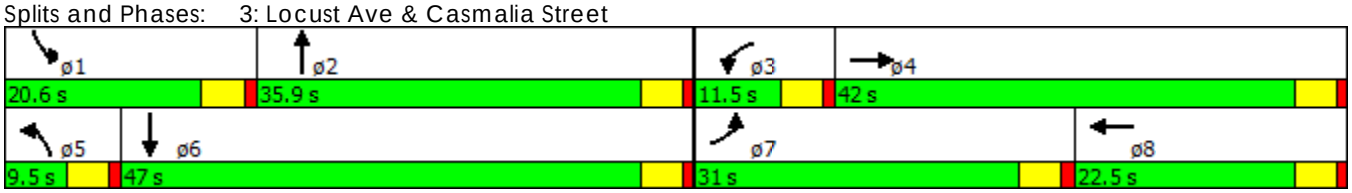


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	356	154	12	34	72	63	13	173	96	111	228	383
Future Volume (vph)	356	154	12	34	72	63	13	173	96	111	228	383
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage 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	

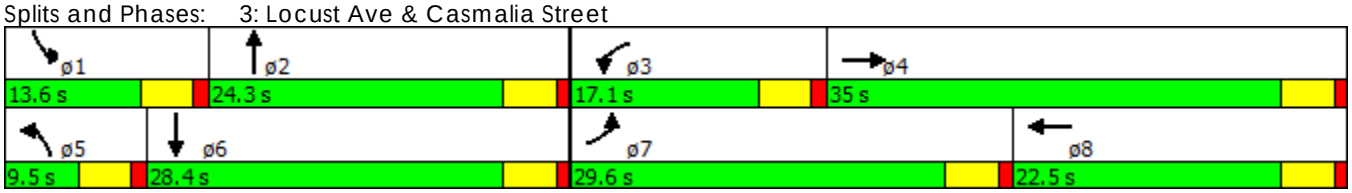
Splits and Phases: 5: Locust Ave & Riverside Ave

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

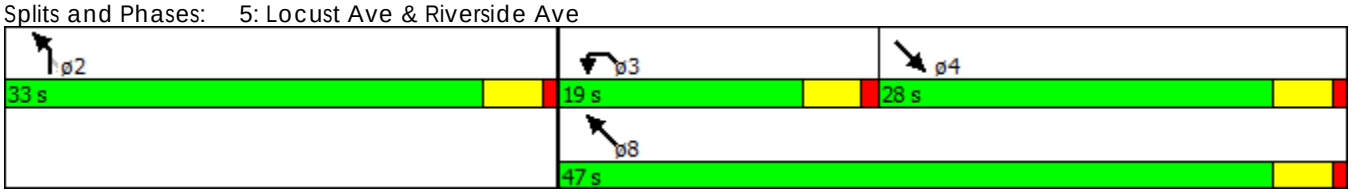


Lane Group	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	169	196	286	135	79	159
Future Volume (vph)	169	196	286	135	79	159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	0		0	125	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	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		

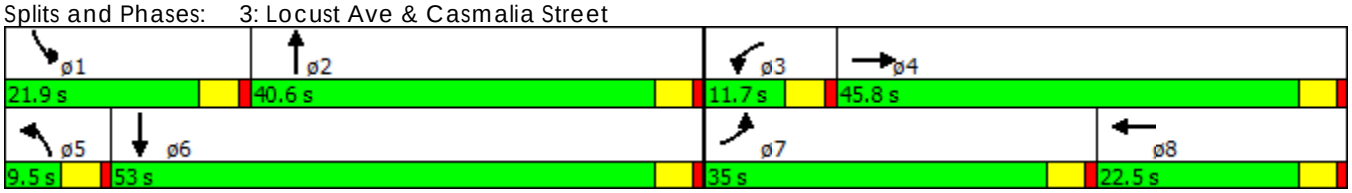
Intersection Summary			
Average Delay	2.1		
Intersection Capacity Utilization	39.1%	ICU Level of Service	A
Analysis Period (min)	15		

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

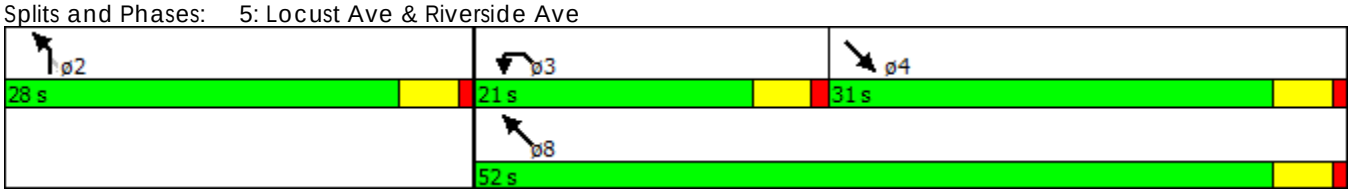


Lane Group	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	137	167	383	176	118	362
Future Volume (vph)	137	167	383	176	118	362
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	0		0	125	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	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

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, and continued the meeting to the following meeting on November 9, 2016 to allow staff to add and/or modify conditions of approval related to the Project; and

WHEREAS, on November 9, 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 November 3, 2016. 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. The use shall be limited to the storage, operation, maintenance, and repair of rock quarry/construction-related trucks and trailers only.

7. Trucks and trailers shall be stored empty at all times.

8. Trailers shall not be stacked on top one another at any time.

9. The easternmost row of parking is adjacent to a residential use and shall be restricted from truck dispatch and operations in accordance with the City's Noise Ordinance. Trucks/trailers parked in the easternmost row shall not be dispatched or operated before 6:00 a.m. and after 3:00 p.m. six (6) days a week, Monday through Saturday. Trucks/trailers parked in all other rows shall not be dispatched or operated before 2:00 a.m. and after 3:00 p.m. six (6) days a week, Monday through Saturday. The easternmost parking row shall be striped and signs shall be posted within the yard stating "No dispatch or operations before 6:00 a.m.". All drivers shall be notified of this noise restriction in writing.

10. 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.

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

12. 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.

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

14. 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.

15. 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.

16. 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.

17. 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.

18. No light standards shall be installed within 130 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.

19. 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.

20. 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.

21. A minimum of one (1) Cupressus Sempervirens "Italian Cypress" tree shall be installed every eight (8) linear feet within the fifteen (15) foot wide planter along the entire east property line of the Site. Fifty (50) percent of the trees shall be thirty-six (36) inch box in size and fifty (50) percent of the trees shall be forty-eight (48) inch box in size. The trees shall be identified on the formal Landscape Plan submittal prior to the issuance of building permits.

22. 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.

23. 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.

24. 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.

25. 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.

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

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

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

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

30. 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.

31. 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.

32. One (1) year after the date of approval, the Planning Commission will review the operation to determine compliance with all conditions of approval of the Conditional Development Permit. Thereafter, the Planning Commission will review the operation on an annual basis.

33. 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 9th day of November, 2016.

_____
JERRY GUTIERREZ, CHAIR
CITY OF RIALTO PLANNING COMMISSION

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: 11/9/2016

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

File #: 16-746, **Version:** 1

For the Planning Commission Meeting of [November 9, 2016]

TO: Honorable Chairman and Planning Commissioners

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

REVIEWED BY: Gina Gibson - Williams, Planning Manager

FROM: Melody Segura, Planning Intern

Conditional Development Permit No. 825: A request to establish a second-hand/thrift store within a 1,416 square foot commercial unit located at 980 W. Bloomington Avenue, Suite A (0128-251-09) within the C-1 (Neighborhood Commercial) zone.

APPLICANT:

Herlinda Herrera, 17145 Vista Cielo Ct., Fontana, CA 92337

LOCATION:

The subject site is located at 980 W. Bloomington Avenue, Suite A (APN: 0128-251-09) **(Exhibit A).**

BACKGROUND:

Surrounding Land Use and Zoning

Location	*Existing Land Use*	*Zoning*
Site	Multi-Tenant Commercial Building	C-1 (Neighborhood Commercial)
North	Daycare Facility	C-1 (Neighborhood Commercial)
South	Auto Zone	C-1 (Neighborhood Commercial)
East	Church	C-1 (Neighborhood Commercial)
West	Oil Facility	C-M (Commercial-Manufacturing)

General Plan Designations

Location	*General Plan Designation*
Site	General Commercial
North, South, East and West	General Commercial

Surrounding Land Uses

The site is bound on the east by Bloomington Avenue. . A church lies to the east, across Bloomington Avenue and an oil facility abuts the site to the west. The parcel to the north is developed as a daycare facility and an Auto Zone lies to the south across Bloomington Avenue.

Conditional Development Permit No. 825

Pursuant to Section 18.66.030(R), the establishment of a second-hand/thrift store requires a Conditional Development Permit. On October 17, 2016, the applicant complied with this requirement and submitted a Conditional Development Permit (CDP) application to the Planning Division to allow the establishment of a second-hand/thrift store at the Subject site.

ANALYSIS/DISCUSSION:

The applicant, Herlinda Herrera, requests approval of a CDP to establish "2nd Look Thrift Store", to provide the southern portion of Rialto residents with a pre-owned option for shopping. The proposed store will not accept donations from the public. The facility will employ a maximum of 2 workers and will operate 6 days a week between the hours of 9:00 AM to 6:00 PM.

Separation Criteria

The Rialto Planning Commission established a policy on separation criteria for second-hand/thrift stores within the City requiring a separation distance of three-quarters (3/4) of a mile between similar establishments. The list below shows the names and locations of the existing second-hand/thrift stores, as well as the approximate distance from each to the subject site:

Business Name	**Business Address**	**Distance to Subject Site**
1. MGM Thrift Store	644 E. Foothill Blvd.	2.75 miles

2. Goodwill	231 E. Baseline Rd.	3.30 miles
3. MEGA Thrift	1332 W. Foothill Blvd.	2.17 miles

As shown above, the proposed Site is over three quarter (3/4) of a mile from the nearest second-hand thrift store and therefore meets the development standards **(Exhibit B).**

The applicant intends to establish a second-hand/thrift store in an existing 1,416 square foot lease space within a 6,655 square foot multi-tenant commercial building **(Exhibit C and D)**. The space is an in-line tenant unit within the existing commercial building and no alterations are proposed. . The Project area has existing landscape improvements with one (1) public driveway entry on Bloomington Avenue for vehicular access. The Project Area has twenty-nine (29) shared parking spaces and reciprocal access with adjacent retail commercial parcels to the north.

The conditions of approval do no permit No outdoor displays of any kind is permitted; all items shall be neatly organized on shelves, racks or designated display area, not within the walk aisles on the floor; and window signs shall be limited to 25 percent of the store frontstorefront glazing. The draft resolution adds coConditions of approval have been added to the draft resolution to address these operational limitations.

All new businesses within the City require a permanent sign. The Planning Division shall review and approve the proposed permanent sign shall be reviewed and approved by the Planning Division prior to issuance of the Certificate of Occupancy. Signage for the previous tenant shall be removed and new proposed signage shall be submitted and reviewed by the Planning Division to ensure compliance with Chapter 18.102, Regulation of Signs and Advertising Structures, of the Rialto Municipal Code.

The Planning Commission shall review the approved facility on or before ninety (90) days after opening to determine if the operator has complied with all conditions of approval of the Conditional Development Permit.

Summary

The proposed second-hand/thrift store is consistent with the C-1 (Neighborhood Commercial) zone and the General Plan designation of General Commercial. All necessary findings for approval of Conditional Development Permit No. 825 can be made in a positive manner. The second-hand/thrift store will comply with all conditions of approval and applicable City, CountyCounty, and State regulations, which will serve to minimize any adverse effects on surrounding properties, uses and the public at large.

GENERAL PLAN CONSISTENCY:

The project complies with the following Goals and Policies of the Rialto General Plan

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

Policy 3-1.3 Support established businesses in the City, and work to retain the small, independent businesses while accommodating national/regional chain stores.

ENVIRONMENTAL IMPACT:

The project is exempt under California Environmental Quality Act (CEQA) Section 15301, Existing Facilities. This section allows for exemption of a project consisting of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures involving negligible or no expansion of use beyond the existing at the time of the lead agency's determination. . (E.A.R. 16-63). The project meets the established CEQA guidelines and a copy of the Notice of Exemption is attached **(Exhibit E).**

PUBLIC NOTICE:

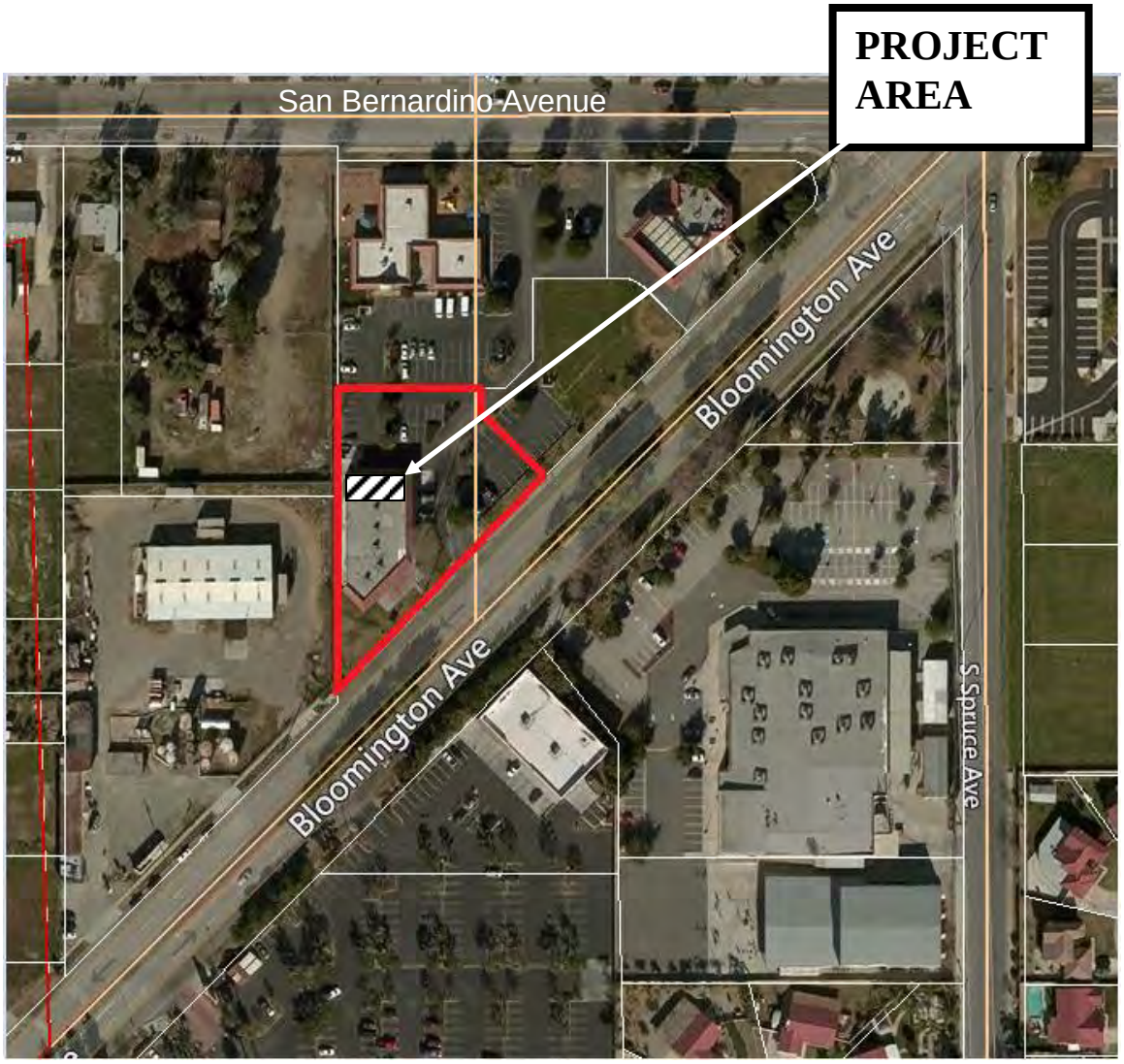
The City mailed public hearing notices for the proposed project to all property owners within 300 feet of the project site and published the public hearing notice in the San Bernardino Sun newspaper as required by State law.

RECOMMENDATION:

It is recommended that the Planning Commission:

- Adopt a resolution **(Exhibit F)** to approve Conditional Development Permit No. 825 allowing the establishment of a second-hand/thrift store subject to the findings and conditions therein.

Location Map



CITY OF RIALTO PLANNING DIVISION

NOTICE IS HEREBY GIVEN THAT **CONDITIONAL DEVELOPMENT PERMIT NO. 825** HAS BEEN FILED WITH THE CITY OF RIALTO PLANNING COMMISSION PURSUANT TO SECTION 18.66.030R OF THE RIALTO MUNICIPAL CODE TO ALLOW THE ESTABLISHMENT OF A SECOND-HAND/THRIFT STORE WITHIN A 1,416 SQUARE FOOT COMMERCIAL UNIT LOCATED AT 980 W. BLOOMINGTON AVENUE, SUITE A (APN: 0128-251-09) WITHIN THE C-1 (NEIGHBORHOOD COMMERCIAL) ZONE. (APPLICANT: HERLINDA HERRERA)

North
November 9, 2016

Thrift Store Locations

1 - MGM Thrift Store

2 - Goodwill

3 - Mega Thrift

★ - 2nd Look Thrift Store

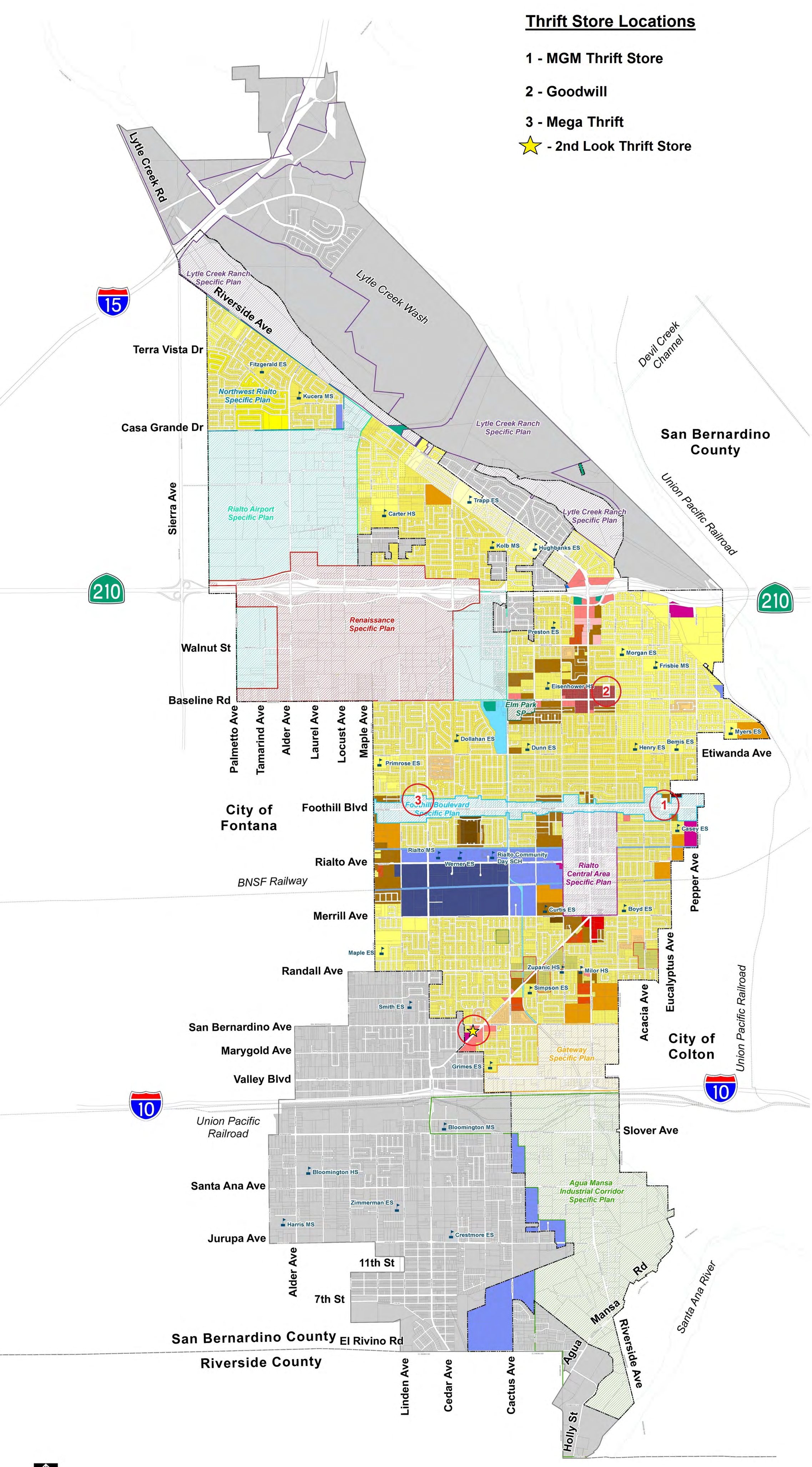
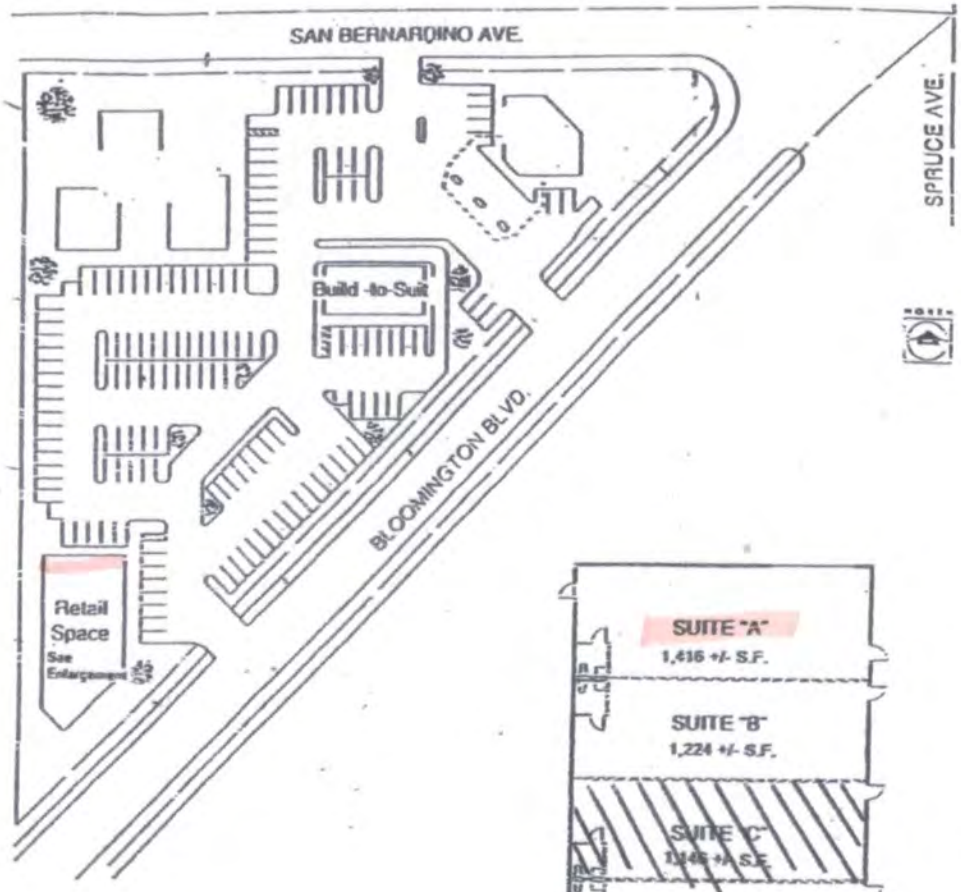
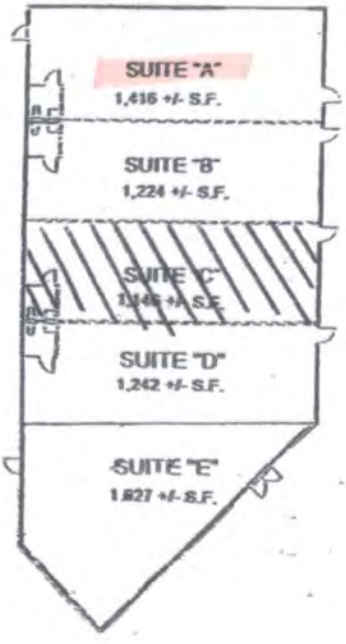


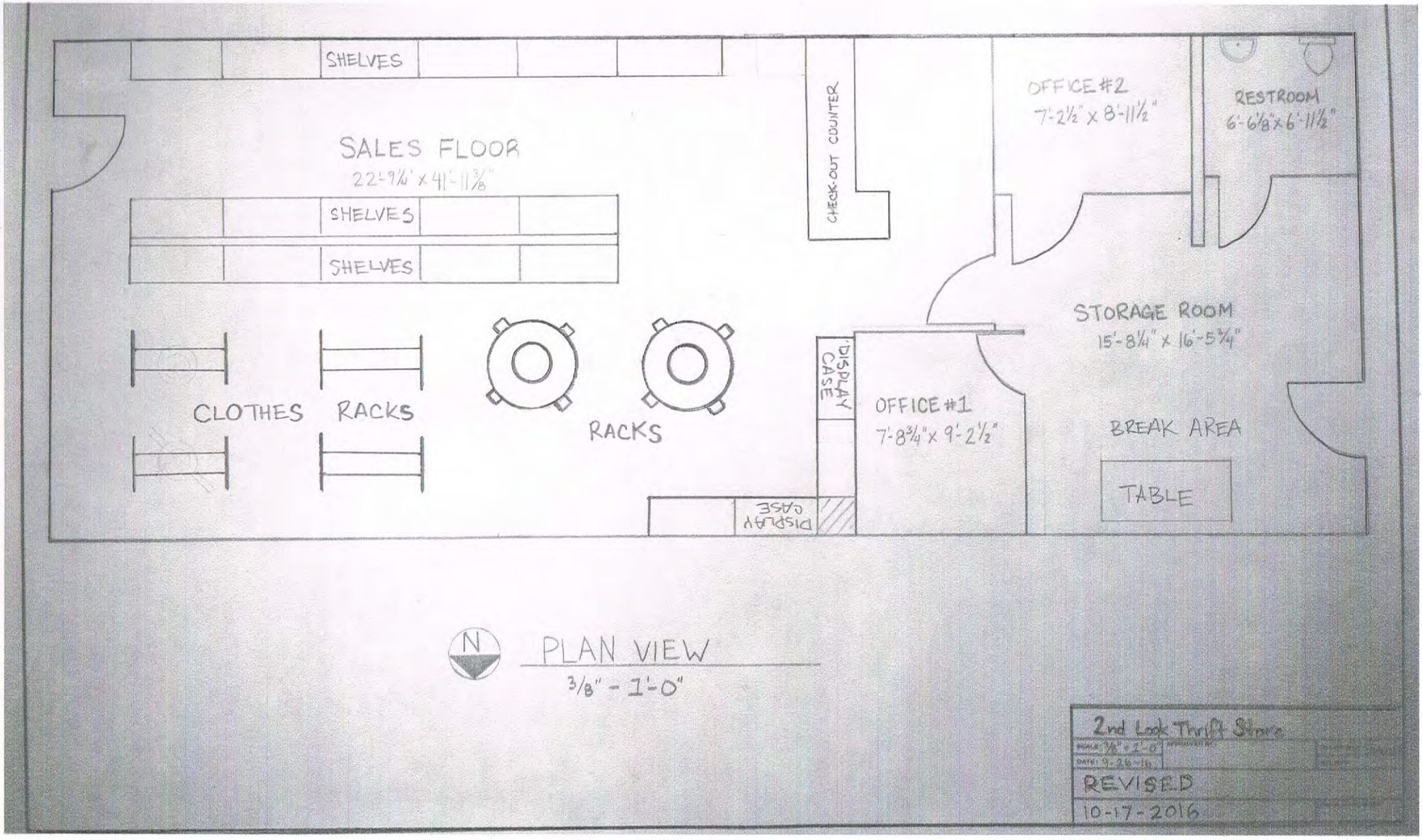
EXHIBIT A
FLOOR PLAN





Site Plan
980 West Bloomington Avenue
Rialto, California

RECEIVED
SEP 27 2016
By


SHELVES
SALES FLOOR
22'-9¼" x 41'-11⅜"
SHELVES
SHELVES
CLOTHES RACKS
RACKS
CHECK-OUT COUNTER
DISPLAY CASE
DISPLAY CASE
OFFICE #1
7'-8¾" x 9'-2½"
OFFICE #2
7'-2½" x 8'-11½"
RESTROOM
6'-6⅛" x 6'-11½"
STORAGE ROOM
15'-8¼" x 16'-5¾"
BREAK AREA
TABLE
N
PLAN VIEW
3/8" - 1'-0"
2nd Look Thrift Store
REVISED
10-17-2016

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. 825 (E.A.R 16-63)

Project Location (Specific): 1507 South Riverside Avenue (APN: 0128-251-09)

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

Project Description: Establishment of a second-hand/thrift store within an existing commercial retail building.

Name of Public Agency Approving Project: City of Rialto

Name of Person or Agency Carrying Our Project: Herlinda Herrera for 2nd Look Thrift Store
980 West Bloomington Avenue, Unit A
Bloomington, CA 92316

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: 15301 Existing Facilities

☐ Statutory Exemptions. State code number:

Reasons why project is exempt: This project involves the establishment of a second-hand/thrift store within an existing commercial retail building and is exempt under CEQA Section 15301 Existing Facilities. CEQA Section 15301 allows for the operation or leasing of existing structures involving negligible or no expansion of the use. Subsection (a) allows for interior or exterior modifications including partitions, plumbing and electrical. This project will result in no expansion of the structure and minor interior and exterior modifications, if any. This project meets the guidelines established by CEQA and is in compliance with the General Plan and Zoning designations for the site.

Lead Agency Contact Person: Melody Segura Area Code/Telephone/Extension: (909) 820-2525 ext. 2211

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: Planning Intern Date: 11/09/2016

☐ 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, GRANTING A CONDITIONAL DEVELOPMENT PERMIT TO ALLOW THE ESTABLISHMENT OF A SECOND-HAND/THRIFT STORE WITHIN A 1,416 SQUARE FOOT COMMERCIAL UNIT LOCATED AT 980 WEST BLOOMINGTON AVENUE, SUITE A WITHIN THE C-1 (NEIGHBORHOOD COMMERCIAL) ZONE.

WHEREAS, the applicant, Herlinda Herrera, proposes to establish a second-hand/thrift store ("Project") within an existing commercial unit located at 980 West Bloomington Avenue, Suite A, within the Neighborhood Commercial (C-1) zone ("Site"); and

WHEREAS, the Site is a 0.84 acre parcel that has existing landscape improvements with one (1) public driveway entry along Bloomington Avenue, in an approximately 6,655 square foot commercial building, twenty-nine (29) shared parking spaces, and reciprocal access with adjacent commercial parcels to the north; and

WHEREAS, the Project will be a second-hand/thrift store that offers wide range previously owned items at a discounted price; and

WHEREAS, on November 9, 2016, the Planning Commission of the City of Rialto conducted a duly noticed public hearing, as required by law, on CDP No. 825, took testimony, at which time it received input from staff, the city attorney, and the applicant; heard public testimony; discussed the proposed CDP No. 825; 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. 825, including written staff reports, verbal testimony, site plan, other documents, and the conditions of approval stated herein, the Planning Commission hereby determines that CDP No. 825 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 for a second-hand/thrift store. 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 is anticipated to be a benefit to the community. The Project will provide an alternative option for purchasing pre-owned items to the surrounding community.

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 Site is an existing commercial building that is surrounded by other similarly-zoned developments. North of the existing shopping center is a day care facility on the adjacent parcel to the Project. The surrounding land uses are not expected to be negatively impacted by the proposed Project, since conditions of approval will be implemented to prevent any potential adverse impacts as a result of business operations. All operations will be located within an enclosed building.

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 Project Site is a 0.84 acre parcel developed as a 6,655 square foot multi-tenant commercial building. The Site has existing landscape improvements with one (1) public driveway entry. The Site includes twenty-nine (29) shared parking spaces and reciprocal access with adjacent commercial parcels to the north.

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 has an existing building with adequate utilities and services through main water, electric, sewer, and other utility lines that service 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 Neighborhood Commercial (C-1) zone, the General Plan and its objectives, or any zoning ordinances, and

This finding is supported by the following facts:

The use is consistent with the General Commercial designation of the General Plan and the Neighborhood Commercial (C-1) zone. The Project is not anticipated to exceed any environmental impact thresholds that were originally considered during the development of the Site for commercial uses and will have a less than significant impact on the environment. All operations will be located within an enclosed building and the hours of operation have also been restricted to 9:00 a.m. to 6:00 p.m. In addition, no donations shall be accepted from the public at this location. Also, the Project meets the separation distance of three-quarters (3/4) of a mile between similar establishments, as the Project will be 2.17 miles from the nearest second hand/thrift store establishment.

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 will not have a significant effect on aesthetics, cultural resources, geology and soils, hazards and hazardous materials, and noise. Any potential impacts will be mitigated to a level of insignificance through the conditions of approval. All operations will be located within an enclosed building and the hours of operation have also been restricted to 9:00 a.m. to 6:00 p.m. In addition, no donations shall be accepted from the public at this location. Therefore, the potential adverse effects are outweighed by the benefits conferred upon the community and neighborhood as a whole.

SECTION 3. 2nd Look Thrift Store is hereby granted Conditional Development Permit No. 825 to establish a second-hand/thrift store at 980 West Bloomington Avenue, Suite A within the C-1 (Neighborhood Commercial) zone.

SECTION 4. The Project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA), pursuant to Section 15301, Existing Facilities. 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. That CDP No. 825 is granted to Herlinda Herrera 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 establishment of a second-hand/thrift store at 980 West Bloomington Avenue, Suite A, 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. 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 CDP No. 825. The City will promptly notify the applicant of any such claim, action, or proceeding against the City and 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. Donation from the public shall not be accepted at this location.

6. Outdoor display and storage of any kind is prohibited.

7. All items for sale shall be displayed in a case, on a shelf, or on a rack in an orderly fashion.

8. Window signage shall be limited to 25 percent of the store front glazing.

9. The signage for the previous tenant shall be removed and new proposed signage shall by submitted and reviewed by the Planning Division prior to issuance of the Certificate of Occupancy.

10. Prior to Certificate of Occupancy, the applicant shall submit all proposed signage for review and approval by the Planning Division to ensure compliance with Chapter 18.102, Regulation of Signs and Advertising Structures, of the Rialto Municipal Code.

11. The hours of operation shall be limited to 9:00 a.m. to 6:00 p.m. six (6) days a week.

12. Ninety (90) days after the date of opening, the Planning Commission will review the approved facility to determine if the operator has complied with all conditions of approval of the Conditional Development Permit.

13. The applicant shall comply with City business license requirements and obtain a City business license prior to issuance of a Certificate of Occupancy or final permits.

14. 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.

15. 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 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.

16. If the applicant fails to comply with any of the conditions of approval placed upon Conditional Development Permit No. 825, 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 Chair 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 9th day of November, 2016.

_____

JERRY GUTIERREZ, CHAIRMAN
CITY OF RIALTO PLANNING COMMISSION

RESOLUTION NO. 16-__

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF RIALTO, CALIFORNIA, GRANTING A CONDITIONAL DEVELOPMENT PERMIT TO ALLOW THE ESTABLISHMENT OF A SECOND-HAND/THRIFT STORE WITHIN A 1,416 SQUARE FOOT COMMERCIAL UNIT LOCATED AT 980 WEST BLOOMINGTON AVENUE, SUITE A WITHIN THE C-1 (NEIGHBORHOOD COMMERCIAL) ZONE.

WHEREAS, the applicant, Herlinda Herrera, proposes to establish a second-hand/thrift store ("Project") within an existing 1,416 square foot commercial unit located at 980 West Bloomington Avenue, Suite A, within the Neighborhood Commercial (C-1) zone ("Site"); and

WHEREAS, the Site is a 0.84 acre parcel that has existing landscape improvements with one (1) public driveway entry along Bloomington Avenue, in an approximately 6,655 square foot commercial building, twenty-nine (29) shared parking spaces, and reciprocal access with adjacent commercial parcels to the north; and

WHEREAS, the Project will be a second-hand/thrift store that offers wide range previously owned items at a discounted price; and

WHEREAS, pursuant to Section 18.66.030(R) of the Rialto Municipal Code, the establishment of a second-hand/thrift store requires a conditional development permit, and the applicant complied with this requirement and submitted an application for Conditional Development Permit No. 825 ("CDP No. 825") on October 17, 2016; and

WHEREAS, on November 9, 2016, the Planning Commission of the City of Rialto conducted a duly noticed public hearing, as required by law, on CDP No. 825, took testimony, at which time it received input from staff, the city attorney, and the applicant; heard public testimony; discussed the proposed CDP No. 825; 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. 825, including written staff reports, verbal testimony, site plan, other documents, and the conditions of approval stated herein, the Planning Commission hereby determines that CDP No. 825 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 for a second-hand/thrift store. 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 is anticipated to be a benefit to the community. The Project will provide an alternative option for purchasing pre-owned items to the surrounding community.

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 Site is an existing commercial building that is surrounded by other similarly-zoned developments. North of the existing shopping center is a day care facility on the adjacent parcel to the Project. The surrounding land uses are not expected to be negatively impacted by the proposed Project, since conditions of approval will be implemented to prevent any potential adverse impacts as a result of business operations, such as prohibiting outdoor display of any kind, requiring that all items shall be neatly organized on shelves, racks or designated display areas and not within the walk aisles on the floor, and limiting window signs to 25 percent of the store front glazing. All operations will be located within an enclosed building.

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 Project Site is a 0.84 acre parcel developed as a 6,655 square foot multi-tenant commercial building. The Site has existing landscape improvements with one (1) public driveway entry. The Site includes twenty-nine (29) shared parking spaces and reciprocal access with adjacent commercial parcels to the north.

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 has an existing building with adequate utilities and services through main water, electric, sewer, and other utility lines that service 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 Neighborhood Commercial (C-1) zone, the General Plan and its objectives, or any zoning ordinances, and

This finding is supported by the following facts:

The use is consistent with the General Commercial designation of the General Plan and the Neighborhood Commercial (C-1) zone. The Project is not anticipated to exceed any environmental impact thresholds that were originally considered during the development of the Site for commercial uses and will have a less than significant impact on the environment. All operations will be located within an enclosed building and the hours of operation have also been restricted to 9:00 a.m. to 6:00 p.m. In addition, no donations shall be accepted from the public at this location. Also, the Project meets the separation distance of three-quarters (3/4) of a mile between similar establishments, as the Project will be 2.17 miles from the nearest second hand/thrift store establishment.

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 will not have a significant effect on aesthetics, cultural resources, geology and soils, hazards and hazardous materials, and noise. Any potential impacts will be mitigated to a level of insignificance through the conditions of approval. All operations will be located within an enclosed building and the hours of operation have also been restricted to 9:00 a.m. to 6:00 p.m. In addition, no donations shall be accepted from the public at this location. Therefore, the potential adverse effects are outweighed by the benefits conferred upon the community and neighborhood as a whole.

SECTION 3. The applicant is hereby granted CDP No. 825 to establish a second-hand/thrift store at 980 West Bloomington Avenue, Suite A within the C-1 (Neighborhood Commercial) zone.

SECTION 4. The Project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA), pursuant to Section 15301, Existing Facilities. 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. That CDP No. 825 is granted to Herlinda Herrera 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 establishment of a second-hand/thrift store at 980 West Bloomington Avenue, Suite A, 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. 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 CDP No. 825. The City will promptly notify the applicant of any such claim, action, or proceeding against the City and 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. Donation from the public shall not be accepted at this location.

6. Outdoor display and storage of any kind is prohibited.

7. All items for sale shall be displayed in a case, on a shelf, or on a rack in an orderly fashion.

8. Window signage shall be limited to 25 percent of the store front glazing.

9. The signage for the previous tenant shall be removed and new proposed signage shall by submitted and reviewed by the Planning Division prior to issuance of the Certificate of Occupancy.

10. Prior to Certificate of Occupancy, the applicant shall submit all proposed signage for review and approval by the Planning Division to ensure compliance with Chapter 18.102, Regulation of Signs and Advertising Structures, of the Rialto Municipal Code.

11. The hours of operation shall be limited to 9:00 a.m. to 6:00 p.m. six (6) days a week.

12. Ninety (90) days after the date of opening, the Planning Commission will review the approved facility to determine if the operator has complied with all conditions of approval of the Conditional Development Permit.

13. The applicant shall comply with City business license requirements and obtain a City business license prior to issuance of a Certificate of Occupancy or final permits.

14. 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.

15. 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 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.

16. If the applicant fails to comply with any of the conditions of approval placed upon Conditional Development Permit No. 825, 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 Chair 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 9th day of November, 2016.

_____

JERRY GUTIERREZ, CHAIRMAN
CITY OF RIALTO PLANNING COMMISSION

File #: 16-767, **Version:** 1

For the Planning Commission Meeting of November 9, 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

Amendment No. 5 to the Renaissance Specific Plan: A request to change the zoning designation of approximately 18.20 gross acres of land (APNs: 0240-171-02, -03, -20, -21, -27 & 0240-191-07) located at the southeast corner of Renaissance Parkway and Palmetto Avenue from Freeway Commercial (FC) within the Renaissance Specific Plan to Business Center (BC) within the Renaissance Specific Plan. An Addendum to the Previously Certified Renaissance Specific Plan Environmental Impact Report (**Environmental Assessment Review No. 16-27**) has been prepared for consideration in conjunction with the project.

Tentative Parcel Map No. 19754: A request to consolidate six (6) parcels of land (APNs: 0240-171-02, -03, -20, -21, -27 & 0240-191-07) located at the southeast corner of Renaissance Parkway and Palmetto Avenue into three (3) parcels of land totaling 18.06 net acres to facilitate the development of one (1) 210,628 square foot warehouse building, one (1) 77,047 square foot warehouse building, and one (1) 53,040 square foot warehouse building. An Addendum to the Previously Certified Renaissance Specific Plan Environmental Impact Report (**Environmental Assessment Review No. 16-27**) has been prepared for consideration in conjunction with the project.

APPLICANT:

Proficiency Capital, LLC, 5020 Campus Drive, Newport Beach, CA 92660.

LOCATION:

The project site consists of six (6) parcels of land located at the southeast corner of Renaissance Parkway and Palmetto Avenue (APNs: 0240-171-02, -03, -20, -21, -27 & 0240-191-07) (Refer to the attached Location Map (**Exhibit A**)).

BACKGROUND:

Surrounding Land Use and Zoning

Location	Existing Land Use	Zoning
Site	Vacant Land	Freeway Commercial (FC)
North	210 Freeway	N/A
East	Vacant Land	Freeway Commercial (FC)
South	Industrial Warehouses	Planned Industrial Development (I-PID)
West	Single-Family Residences	City of Fontana

General Plan Designations

Location	General Plan Designation
Site	Specific Plan with a Specific Plan Overlay (Renaissance SP)
North	Freeway/Highway
East	Specific Plan with a Specific Plan Overlay (Renaissance SP)
South	Business Park with a Specific Plan Overlay (Rialto Airport SP)
West	City of Fontana

Site Characteristics
The project site is an asymmetrical-shaped piece of land comprised of six parcels. The parcels as a whole are approximately 18.20 gross acres in size with approximate dimensions of 1,430 feet (east-west) by 600 feet (north-south). The entire site is undeveloped and covered by natural grasses and shrubs. The project site is bound on the north by Renaissance Parkway and on the west by Palmetto Avenue. To the north, across Renaissance Parkway, is the 210 Freeway, and to the east is approximately 3.28 gross acres of vacant land. To the south are two (2) large warehouse buildings totaling approximately 2,060,000 square feet in size, and to the west, across Palmetto Avenue, is a single-family residential subdivision. The zoning of the project site and the properties to the east is Freeway Commercial (FC) within the Renaissance Specific Plan. The zoning of the properties to the south is Planned Industrial Development (I-PID) within the Rialto Airport Specific Plan, and the properties to the west are within the jurisdiction of the City of Fontana.

ANALYSIS/DISCUSSION:

Project Proposal
Proficiency Capital, LLC proposes to consolidate six (6) parcels of land into three (3) parcels of land and then construct separate warehouse buildings on each parcel (**Exhibits B & C**). Parcel 1 will comprise 10.99 net acres of land on the west side of the project site to facilitate the development of a 210,628 square foot warehouse building (Building 1). Parcel 2 will comprise 4.22 net acres of land within the center of the project site to facilitate the development of a 77,047 square foot warehouse building (Building 2). Parcel 3 will comprise 2.85 net acres of land on the east end of the project site to facilitate the development of a 53,040 square foot warehouse building (Building 3). There is no proposed tenant for the any of the buildings at this time, but the design of each building will accommodate a wide-range of manufacturing and/or warehouse uses. According to the floor plans (

Exhibit D), the office areas will be located on the north side of each building, while the dock loading areas will be located on the south side of Building 1 and the west side of both Buildings 2 and 3. Building 1 will have thirty-two (32) dock doors, Building 2 will have fifteen (15) dock doors, and Building 3 will have nine (9) dock doors. All dock doors and truck trailers will be screened from public view along Renaissance Parkway and Palmetto Avenue via fourteen (14) foot tall concrete screen walls.

Architectural Design
The proposed buildings will feature significant building footprint articulation in the form of projected wall panels, projected pillars, and recessed niches alternating approximately every 100 linear feet on all sides of each building. The articulated portions and the corners of the building will feature increased height, relative to the rest of the building. The building height of Building 1 ranges from thirty-eight (38) feet to fifty (50) feet from the finished floor, with the highest points being the office corners and the articulated portions. Buildings 2 and 3 will have a building height ranging from thirty-six (36) feet to forty-eight (48) feet from the finished floor, again with the highest points being the office corners and articulated portions. The exterior of the buildings will be of concrete tilt-up wall construction painted with a palette of five (5) different colors (**Exhibit E**). The main wall planes and the office corners will have light gray tones, while the projected and recessed wall segments will have dark gray tones. Other key features of the buildings include concrete tile roofing above the office corners, generous amounts of glazing, limestone veneer accents at the office corners, and panel reveals.

Access
The project will have three (3) points of access via two (2) driveways connected to Renaissance Parkway and one (1) driveway connected to Palmetto Avenue. Both driveways on Renaissance Parkway will provide truck access to project site, while the driveway on Palmetto Avenue will be limited to employee/visitor access only. Access to the driveways will be provided via new street improvements along Renaissance Parkway and Palmetto Avenue.

No trucks will access the site from Palmetto Avenue, thereby preventing nuisance truck noise and vibration from affecting the single-family residences to the west.

Parking
Building 1 will have 156 auto-parking spaces, Building 2 will have 79 auto-parking spaces, and Building 3 will have 62 auto-parking spaces, for a combined 297 parking spaces for employees and visitors. 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):

Building 1 Auto-Parking Calculation:

Type of Use	Floor Area (square feet)	Parking Ratio	Number of spaces required
<u>Warehouse</u>			
Floor area up to 40,000 square feet	40,000	1 / 1,000	40

Floor area 40,001 square feet or more	160,628	1 / 4,000	41
Office	10,000	1 / 250	40
Total Required/Total Provided			**121/156**

Building 2 Auto-Parking Calculation:

Type of Use	Floor Area (square feet)	Parking Ratio	Number of spaces required
Warehouse			
Floor area up to 40,000 square feet	40,000	1 / 1,000	40
Floor area 40,001 square feet or more	32,047	1 / 4,000	9
Office	5,000	1 / 250	20
Total Required/Total Provided			**69/79**

Building 3 Auto-Parking Calculation:

Type of Use	Floor Area (square feet)	Parking Ratio	Number of spaces required
Warehouse			
Floor area up to 40,000 square feet	40,000	1 / 1,000	40
Floor area 40,001 square feet or more	8,040	1 / 4,000	3
Office	5,000	1 / 250	20
Total Required/Total Provided			**63/63**

Landscaping

The landscape coverage for the entire project is 19.8 percent, which exceeds the minimum required amount of 10.0 percent. This includes a ten (10) foot wide landscape easement adjacent to the public right-of-way along both Renaissance Parkway and Palmetto Avenue and landscape setbacks along the project street frontages that vary in depth from 20 feet to 30 feet. 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 Landscape Plant Palette of the Renaissance Specific Plan (**Exhibit F**).

Amendment No. 5 to the Renaissance Specific Plan
According to Figure 2-2 (Land Use Diagram) of the RSP, the entire project site is zoned Freeway Commercial (FC). Per Table 3-2, (General Permitted Uses) of the RSP, warehouse developments are not permitted within the FC zone. Thus, the current zoning designation cannot accommodate the proposed development. Within the RSP, only the Employment (EMP), Freeway Incubator (FI), and Business Center (BC) zones permit the development of warehouses. Simultaneously, the design of the proposed development is consistent with the development standards of the BC zone. As such, the applicant filed a Specific Plan Amendment application to change the zoning designation of the entire project site from FC to BC. The BC zone is the most logical zone for the project site, as it is consistent with the warehouse developments located to the south. The zoning of those warehouse developments is I-PID within the Rialto Airport Specific Plan, which is comparable to the BC zone.

The likelihood that the project site will ever develop with freeway commercial uses is remote. Prior to the adoption of the RSP, the project site was zoned Regional Freeway Commercial (RFC) in the Rialto Airport Specific Plan. Despite maintaining a zoning for freeway commercial uses for over 20 years the project site has remained vacant. An abundance of existing freeway commercial uses in nearby Fontana, mainly the Sierra Lakes Marketplace, and the lack of new housing in the area, which is necessary to increase commercial demand, make a commercial use in the near future improbable. Additionally, in the mid-2000's Caltrans installed a sound wall on the south side of the 210 freeway that parallels approximately 215 linear feet along the project site's frontage. This sound wall greatly reduces views of the project site from the 210 freeway, views deemed crucial to any potential commercial user.

For all of these reasons, the Planning Divisions supports the applicant's request to change the zoning designation of the project site to BC. All other FC zoned properties to the east of the project site, which are closer to Alder Avenue and 210-freeway access, will remain zoned FC.

Floor Area Ratio
Per Section 3 (Development Criteria), Table 3-5 of the Renaissance Specific Plan the maximum allowable Floor Area Ratio (FAR) for a site over 10 acres within the BC zone is 55.0 percent, while the maximum FAR for a site less than 5 acres within the BC zone is 45.0 percent. The FAR proposed for Building 1 is 44.0 percent, which is 11.0 percent less than the maximum allowable. The FAR proposed for Building 2 is 41.9 percent, which is 3.1 percent less than the maximum allowable, and the FAR proposed for Building 3 is 42.8 percent, which is 2.2 percent less than the maximum allowable. The FAR for all three (3) buildings complies with the FAR requirement of the BC zone.

Economic Development Committee
The Economic Development Committee (EDC) reviewed the project on March 16, 2016. The EDC supported the change in zoning, and instructed the applicant to file all entitlement applications necessary to develop the project.

Development Review Committee
The Development Review Committee (DRC) reviewed the project on May 18, 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, adequate truck dock screening, and increased landscaped setbacks. 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 August 30, 2016, to assess potential impacts to local streets and intersections. The Transportation Commission reviewed and approved the traffic study on October 5, 2016. A total of 2,033 daily Passenger Car Equivalent (PCE) trips are anticipated, with 173 AM peak hour trips and 184 PM peak hour trips. The traffic study determined that the project is responsible for “fair-share” payment of $88,135 towards a future traffic signal at the intersection of Renaissance Parkway and Palmetto Avenue and towards intersection and roadway improvements along Alder Avenue between Renaissance Parkway and the 210 Freeway.

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 $1,987,000 for those one-time fees, as shown in the chart below:

Fee	Capital	Operating	Total
Development Impact Fees	$1,850,000	-	$1,850,000
Building Plan Check / Permit Fees	-	$80,000	$80,000
Planning Fees	-	$12,000	$12,000
Engineering Plan Check / Permit Fees	-	$45,000	$45,000
One Time Fee Revenues	$1,850,000	$137,000	$1,987,000

Additionally, the project will generate approximately $67,000 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	$27,000
Utility Taxes	$23,000
Business License Tax	$17,000
Total Annual Revenues	$67,000

Furthermore, the project will generate approximately 160 to 180 jobs with a warehouse use tenant in each building. Typical wages for warehouses range from $12.00 an hour to $20.00 an hour for entry-level production workers and $20.00 an hour to $40.00 an hour for supervisory and management

positions. Ultimately, the end user will determine the actual wages provided. 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 BC zone proposed by the applicant. The proposed development is consistent with the existing warehouse developments adjacent to the south of the project site. The nearest sensitive uses are the single-family residences located to the west of the project site, across Palmetto Avenue. The project is not expected to negatively impact any uses since measures, such as landscape buffering, the installation of solid screen walls, and the restriction of truck movements on Palmetto Avenue 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 new structures and landscaping that complies with the City's Design Guidelines and the Renaissance Specific Plan.

GENERAL PLAN CONSISTENCY:

The project is consistent with the following goals of the Land Use Element and the Economic Development 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.

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

ENVIRONMENTAL IMPACT:

The applicant engaged T&B Planning, Inc. to prepare an Initial Study (Environmental Assessment Review No. 16-27) for the project in accordance with the requirements of the California Environmental Quality Act (CEQA). Based on the findings within the Initial Study, staff determined that the environmental effects that will result from the project have already been addressed in the previously certified Renaissance Specific Plan Final Environmental Impact Report, and, as such, an Addendum to the Renaissance Specific Plan Final Environmental Impact Report was prepared. The Addendum includes mitigation measures for effects related to Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Greenhouse Gas Emissions, Hydrology and Water Quality, Noise, and Transportation/Traffic. The Addendum to the Renaissance Specific Plan Environmental Impact Report, including the Initial Study and the Mitigation Monitoring and Report Program (MMRP), is attached to the agenda report (**Exhibit G**).

Additionally, in accordance with California Assembly Bill 52 and California Senate Bill 18, notices were mailed to eleven (11) Native American tribes informing them of the project and allowing them to request consultation on the 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. 19754 requiring to the applicant to coordinate with the Kizh Nation to allow access during all ground disturbance activities. The City informed Kizh Nation of the Condition of Approval and they deemed it acceptable.

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 H**) forwarding to the City Council the recommendation to adopt an Addendum to the Renaissance Specific Plan Final Environmental Impact Report related to the change of zoning from Freeway Commercial (FC) to Business Center (BC), the consolidation of six (6) parcels into three (3) parcels, and the development of three (3) separate warehouse buildings; and

- Adopt the attached Resolution (**Exhibit I**) forwarding to the City Council a recommendation to approval Amendment No. 5 to the Renaissance Specific Plan to change the zoning designation of approximately 18.20 gross acres of land, detailed in the legal description attached as **Exhibit J**, from Freeway Commercial (FC) within the Renaissance Specific Plan to Business Center (BC) within the Renaissance Specific Plan, subject to the findings and conditions therein; and

- Adopt the attached Resolution (**Exhibit K**) forwarding to the City Council a recommendation to approve Tentative Parcel Map No. 19754 to allow the consolidation of six (6) parcels of land (APNs: 0240-171-02, -03, -20, -21, -27 & 0240-191-07) into three (3) parcels of land to facilitate the development of three (3) separate warehouse buildings subject to the findings and conditions therein.

LEGAL DESCRIPTION
ZONE CHANGE

LOT 1 OF CERTIFICATE OF COMPLIANCE NO. 232, IN THE CITY OF RIALTO, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, RECORDED JUNE 16, 2016 AS DOCUMENT NO. 2016-0237716 OF OFFICIAL RECORDS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF RIALTO, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 1:

THE WEST 220 FEET OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER GOVERNMENT SURVEY.

EXCEPTING THEREFROM THAT PORTION OF SAID LAND GRANTED TO THE STATE OF CALIFORNIA BY GRANT DEED RECORDED DECEMBER 19, 2002, AS INSTRUMENT NO. 02-0691979 AND AS INSTRUMENT NO. 02-0691980, BOTH OF OFFICIAL RECORDS.

PARCEL 2:

THE EAST 285 FEET OF THE WEST 505 FEET OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF RIALTO, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND ON FILE IN THE DISTRICT LAND OFFICES.

EXCEPT ALL OIL, GAS AND OTHER MINERAL DEPOSITS IN THE LAND SO PATENTED, TOGETHER WITH RIGHT TO PROSPECT FOR, MINE, AND REMOVE THE SAME, ACCORDING TO THE PROVISIONS OF THE ACT OF CONGRESS OF JUNE 1, 1938 AS RESERVED IN THE PATENT RECORDED APRIL 7, 1891 IN BOOK 'C' PAGE 581 OF PATENTS.

ALSO EXCEPT THOSE PORTIONS CONVEYED TO THE STATE OF CALIFORNIA BY DEEDS RECORDED NOVEMBER 12, 2002 AS INSTRUMENT NO. 2002-0608906 AND DECEMBER 20, 2002 AS INSTRUMENT 20020694818, BOTH OF OFFICIAL RECORDS.

PARCEL 3:

THE EAST 155.00 FEET OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 SECTION 32, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF RIALTO, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF.

EXCEPTING THEREFROM THAT PORTION OF SAID LAND DESCRIBED IN THE GRANT DEED TO THE STATE OF CALIFORNIA RECORDED JANUARY 27, 2003 AS INSTRUMENT NO. 03-0052231, OFFICIAL RECORDS.

EXCEPTING THEREFROM ALL OIL, GAS AND OTHER MINERAL DEPOSITS IN THE LAND SO PATENTED, TOGETHER WITH THE RIGHT TO PROSPECT FOR, MINE AND REMOVE THE SAME, ACCORDING TO THE PROVISIONS OF THE ACT OF CONGRESS OF JUNE 1, 1938, AS RESERVED IN THE PATENT RECORDED APRIL 7, 1891, IN BOOK "C", PAGE 581, OF PATENTS.

LEGAL DESCRIPTION
ZONE CHANGE

PARCEL 4:

SOUTHERLY 9.143 METERS (30.00'), MEASURED AT RIGHT ANGLES FROM THE NORTH LINE OF SAID SECTION, SAID PARALLEL LINE ALSO BEING THE SOUTH LINE OF HIGHLAND AVENUE (60 FEET WIDE); THENCE ALONG SAID WEST LINE, SOUTH 0° 14' 26" EAST, 58.997 METERS (193.56') TO THE BEGINNING, OF A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY, HAVING A RADIUS OF 534.800 METERS (1754.59'), A RADIAL LINE TO

SAID POINT BEARS NORTH 24° 26' 42" EAST; THENCE SOUTHEASTERLY ALONG SAID CURVE, 43.109 METERS (141.43') THROUGH A CENTRAL ANGLE OF 4° 37' 36" TO THE EAST LINE OF SAID WEST 126 FEET, A RADIAL BEARS NORTH 29° 03' 48" EAST; THENCE ALONG SAID EAST LINE, NORTH 0° 14' 26" WEST, 78.602 METERS (257.88') TO A POINT ON SAID SOUTH LINE OF THE HIGHLAND AVENUE; THENCE SOUTH 89° 41' 42" WEST A DISTANCE OF 38.401 METERS (125.99') TO THE POINT OF BEGINNING.

PARCEL 5:

THE WEST 2.5 ACRES OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND APPROVED BY THE SURVEYOR GENERAL DATED OCTOBER 14, 1885.

EXCEPT THEREFROM THE WEST 32 FEET AS DESCRIBED IN THE DEED TO THE CITY OF RIALTO, RECORDED NOVEMBER 4, 1988 AS INSTRUMENT NO. 88-374286 OF OFFICIAL RECORDS.

ALSO EXCEPT THEREFROM THAT PORTION DESCRIBED IN THE DEED TO THE STATE OF CALIFORNIA, RECORDED JUNE 18, 2002 AS INSTRUMENT NO. 02-314406 OF OFFICIAL RECORDS.

PARCEL 6:

THAT PORTION OF THE EAST 7-1/2 ACRES OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE CITY OF RIALTO, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL GOVERNMENT PLAT THEREOF.

EXCEPT THEREFROM THAT PORTION CONVEYED TO THE STATE OF CALIFORNIA BY GRANT DEED RECORDED JULY 1, 2002, AS INSTRUMENT NO. 02-336836, OF OFFICIAL RECORDS, DESCRIBED AS FOLLOWS:
BEGINNING AT THE INTERSECTION OF THE WEST LINE OF SAID EAST 7-1/2 ACRES WITH THE SOUTH LINE OF HIGHLAND AVENUE (60 FEET WIDE), BEING A LINE PARALLEL WITH AND DISTANT SOUTHERLY 9.143 METERS (30.00') MEASURED AT A RIGHT ANGLE FROM THE NORTH LINE OF SAID SECTION; THENCE ALONG SAID SOUTH LINE NORTH 89° 41' 42" EAST 153.146 METERS (502.45') TO THE WEST LINE OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SAID SECTION; THENCE ALONG SAID WEST LINE SOUTH 0° 16' 18" EAST 10.269 METERS (33.69') TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE SOUTHERLY HAVING A RADIUS OF 534.800 METERS (1754.59'), A RADIAL LINE TO SAID BEGINNING BEARS NORTH 1° 54' 23" EAST, THENCE WESTERLY ALONG SAID CURVE 20.631 METERS THROUGH A CENTRAL ANGLE OF 2° 12'37", THENCE SOUTH 89° 41' 26" WEST 132.514 METERS (434.76') TO THE FIRST SAID WEST LINE; THENCE ALONG SAID WEST LINE NORTH
0° 18' 10" WEST 9.867 METERS (32.37') TO THE POINT OF BEGINNING.

LEGAL DESCRIPTION
ZONE CHANGE

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF RIALTO, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND APPROVED BY THE SURVEYOR GENERAL DATED OCTOBER 14, 1885.

TOGETHER WITH THE WEST 126 FEET OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO MERIDIAN IN THE CITY OF RIALTO, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND APPROVED BY THE SURVEYOR GENERAL DATED OCTOBER 14, 1885.

EXCEPTING THEREFROM THAT PORTION OF SAID LAND GRANTED TO THE STATE OF CALIFORNIA BY GRANT DEED RECORDED DECEMBER 19, 2002, AS INSTRUMENT NO. 2002-0691979 AND AS INSTRUMENT NO. 2002-0691980, BOTH OF OFFICIAL RECORDS.

ALSO EXCEPTING THEREFROM THAT PORTION OF SAID LAND DESCRIBED IN THE GRANT DEED TO THE STATE OF CALIFORNIA RECORDED JANUARY 27, 2003 AS INSTRUMENT NO. 2003-0052231, OFFICIAL RECORDS.

ALSO EXCEPT THOSE PORTIONS CONVEYED TO THE STATE OF CALIFORNIA BY DEEDS RECORDED NOVEMBER 12, 2002 AS INSTRUMENT NO. 2002-0608906 AND DECEMBER 20, 2002 AS INSTRUMENT 2002-0694818, BOTH OF OFFICIAL RECORDS.

ALSO EXCEPT THAT PORTION CONVEYED TO THE STATE OF CALIFORNIA BY DEED RECORDED APRIL 1, 2002 AS INSTRUMENT NO. 2002-0159084.

ALSO EXCEPT THOSE PORTIONS WITHIN HIGHLAND AVENUE (30 FEET HALFWIDTH).

EXCEPTING THEREFROM ALL OIL, GAS AND OTHER MINERAL DEPOSITS IN THE LAND SO PATENTED, TOGETHER WITH THE RIGHT TO PROSPECT FOR, MINE AND REMOVE THE SAME, ACCORDING TO THE PROVISIONS OF THE ACT OF CONGRESS OF JUNE 1, 1938, AS RESERVED IN THE PATENT RECORDED APRIL 7, 1891, IN BOOK "C", PAGE 581, OF PATENTS.

TOGETHER WITH:

THAT PORTION OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND APPROVED BY THE SURVEYOR GENERAL DATED OCTOBER 14, 1885 DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SAID NORTHEAST 1/4 OF SECTION 32;
THENCE EAST ALONG THE NORTH LINE OF SAID NORTHEAST 1/4 OF SECTION 32, 166.79 FEET, MORE OR LESS, TO THE EAST LINE OF THE WEST 2.5 ACRES OF SAID NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, SAID 2.5 ACRES BEING ESTABLISHED AS THE PROPORTIONED 2.5 TENTHS OF THE RECORD 10 ACRES PER SAID PLAT;
THENCE SOUTH ALONG THE EAST LINE OF THE SAID PROPORTIONED WEST 2.5 ACRES, 661.54 FEET, MORE OR LESS, TO THE SOUTH LINE OF THE SAID NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32;
THENCE WEST ALONG THE SAID SOUTH LINE 166.70 FEET, MORE OR LESS, TO THE WEST LINE OF SAID NORTHEAST 1/4 OF SECTION 32;

LEGAL DESCRIPTION
ZONE CHANGE

THENCE NORTH ALONG SAID WEST LINE 661.47 FEET, MORE OR LESS, TO THE POINT OF BEGINNING.

EXCEPT THEREFROM THE WEST 32 FEET AS DESCRIBED IN THE DEED TO THE CITY OF RIALTO, RECORDED NOVEMBER 4, 1988 AS INSTRUMENT NO. 88-374286 OF OFFICIAL RECORDS.

ALSO EXCEPT THEREFROM THAT PORTION DESCRIBED IN THE DEED TO THE STATE OF CALIFORNIA, RECORDED JUNE 18, 2002 AS INSTRUMENT NO. 2002-314406 OF OFFICIAL RECORDS.

ALSO EXCEPT THOSE PORTIONS WITHIN HIGHLAND AVENUE (30 FEET HALF WIDTH).

TOGETHER WITH:

THAT PORTION OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND APPROVED BY THE SURVEYOR GENERAL DATED OCTOBER 14, 1885 DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID NORTHEAST 1/4 OF SECTION 32;
THENCE EAST ALONG THE NORTH LINE OF SAID NORTHEAST 1/4 OF SECTION 32, 166.79 FEET, MORE OR LESS, TO THE EAST LINE OF THE WEST 2.5 ACRES OF SAID NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, SAID 2.5 ACRES BEING ESTABLISHED AS THE PROPORTIONED 2.5 TENTHS OF THE RECORD 10 ACRES PER SAID PLAT, TO THE POINT OF BEGINNING;
THENCE SOUTH ALONG THE EAST LINE OF THE SAID PROPORTIONED WEST 2.5 ACRES, 661.54 FEET, MORE OR LESS, TO THE SOUTH LINE OF THE SAID NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32;
THENCE EAST ALONG THE SAID SOUTH LINE 501.11 FEET, MORE OR LESS, TO THE EAST LINE OF SAID NORTHWEST 1/4 OF THE NORTHWEST 1/4 NORTHEAST 1/4 OF SECTION 32;
THENCE NORTH ALONG SAID LAST SAID EAST LINE 661.72 FEET, MORE OR LESS, TO THE SAID NORTH LINE;
THENCE WEST ALONG SAID NORTH LINE 500.37 FEET, MORE OR LESS, TO THE POINT OF BEGINNING.

EXCEPT THEREFROM THAT PORTION CONVEYED TO THE STATE OF CALIFORNIA BY GRANT DEED RECORDED JULY 1, 2002, AS INSTRUMENT NO. 2002-336836, OF OFFICIAL RECORDS.

ALSO EXCEPT THOSE PORTIONS WITHIN HIGHLAND AVENUE (30 FEET HALF WIDTH).

PREPARED UNDER THE DIRECTION OF:

BRIAN L. THIENES
P.L.S. No. 5750
REG. EXP. 12/31/17

11/2/16
DATE

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

RESOLUTION NO. 16-_

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF RIALTO, CALIFORNIA, RECOMMENDING THAT THE CITY COUNCIL APPROVE TENTATIVE PARCEL MAP NO. 19754 TO ALLOW THE CONSOLIDATION OF SIX (6) PARCELS OF LAND (APNS: 0240-171-02, -03, -20, -21, -27 & 0240-191-07) LOCATED AT THE SOUTHEAST CORNER OF RENAISSANCE PARKWAY AND PALMETTO AVENUE INTO THREE (3) PARCELS OF LAND.

WHEREAS, the applicant, Proficiency Capital, LLC, proposes to consolidate six (6) parcels of land (APNS: 0240-171-02, -03, -20, -21, -27 & 0240-191-07) located at the southeast corner of Renaissance Parkway and Palmetto Avenue (collectively "Site") into three (3) parcels of land ("Project"); and

WHEREAS, the Project will result in the creation of three (3) parcels of land: Parcel 1 a 10.99 net acre parcel of land, Parcel 2 a 4.22 net acre parcel of land, and Parcel 3 a 2.85 net acre parcel of land; and

WHEREAS, in conjunction with the Project, the applicant proposes to develop a 210,628 square foot warehouse building on Parcel 1, a 77,047 square foot warehouse building on Parcel 2, and a 53,040 square foot warehouse building on Parcel 3 ("Development"); and

WHEREAS, in conjunction with the Project, the applicant has also submitted Amendment No. 5 to the Renaissance Specific Plan to change the zoning designation of the Site, as described in the legal description attached as Exhibit A, from Freeway Commercial (FC) within the Renaissance Specific Plan to Business Center (BC) within the Renaissance Specific Plan ("RSP AMD No. 5"); and

WHEREAS, the Project within the BC zone requires the approval of a tentative parcel map, and the Applicant has agreed to apply for a Tentative Parcel Map No. 19754 ("TPM No. 19754"), in accordance with Government Code Sections 66473.5 and 66474; and

WHEREAS, on November 9, 2016, the Planning Commission of the City of Rialto conducted a duly noticed public hearing, as required by law, on TPM No. 19754 and RSP AMD No. 5, took testimony, at which time it received input from staff, the city attorney, and the

Applicant; heard public testimony; discussed the proposed TPM No. 19754 and RSP AMD No. 5; 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. 19754, 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. 19754 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 Business Center (BC) zone of the Rialto Airport Specific Plan; and

This finding is supported by the following facts:

The Site has a General Plan designation of Specific Plan with a Specific Plan Overlay. RSP AMD No. 5, prepared in conjunction with the Project, will change the zoning designation of the Site from FC to BC. According to Table 3-5 (Development Standards-Business and Commercial Uses) of the Renaissance Specific Plan, the minimum parcel size in the BC zone is 1.0 acres, the minimum lot width in the BC zone is 200 feet, and the minimum lot depth in the BC zone is 200 feet. Parcel 1 will be 10.99 net acres in size with approximate dimensions of 807 feet by 575 feet. Parcel 2 will be 4.22 net acres in size with approximate dimensions of 331 feet by 550 feet. Parcel 3 will be 2.85 net acres in size with approximate dimensions of 290 feet by 428 feet. The proposed parcels will exceed the required minimum lot size and dimension.

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 Business Center (BC) 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 BC zone of the Renaissance Specific Plan. All street improvements shown on the proposed tentative map have been designed to the standards established within the Section 3 (Development Criteria) of the Renaissance 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:

RSP AMD No. 5, prepared in conjunction with the Project, will change the zoning designation of the Site from FC to BC. Subsequently, the Project will consolidate the Site into three (3) parcels of land to facilitate the development of three (3) separate warehouse buildings. Parcel 1 will contain 10.99 net acres of land with a 210,628 square foot warehouse building, resulting in a FAR of 44.0 percent. Parcel 2 will contain 4.22 net acres of land with a 77,047 square foot warehouse building, resulting in an FAR of 41.9 percent. Parcel 3 will contain 2.85 net acres of land with a 53,040 square foot building, resulting in an FAR of 42.8 percent. Per Section 3 (Development Criteria), Table 3-5 of the Renaissance Specific Plan the maximum allowable Floor Area Ratio (FAR) for a site over 10 acres within the BC zone is 55.0 percent, while the maximum FAR for a site less than 5 acres within the BC zone is 45.0 percent. Each building proposed in conjunction with the Project complies with the FAR requirement of the BC zone.

Additionally, the proposed development does comply with all other development standards of the BC zone that are contained within the Section 3 (Development Criteria) of the Renaissance 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 undeveloped and covered by natural grasses. The Initial Study (Environmental Assessment Review No. 16-05) prepared for the project identified that the Site was not identified by the Renaissance Specific Plan Final Environmental Impact Report (RSP FEIR) as a Site containing suitable habitat for any sensitive species, including the Burrowing Owl.

Additionally, a Habitat Sustainability Evaluation was prepared by Ecological Sciences specifically for the project. The Habitat Sustainability Evaluation came to the same conclusion documented in the RSP FEIR and found that the site is highly degraded and lacks suitable habitat for sensitive wildlife and plant species. Nevertheless, the Initial Study prepared for the Project includes two (2) mitigation measures from the RSP FEIR 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, across Renaissance Parkway, is the 210 Freeway, and to the east is approximately 3.28 gross acres of vacant land. To the south are two (2) large warehouse buildings totaling approximately 2,060,000 square feet in size, and to the west, across Palmetto Avenue, is a single-family residential subdivision. The zoning of the project site and the properties to the east is Freeway Commercial (FC) within the Renaissance Specific Plan. The zoning of the properties to the south is Planned Industrial Development (I-PID) within the Rialto Airport Specific Plan, and the properties to the west are within the jurisdiction of the City of Fontana. The development proposed in conjunction with the Project is consistent with the existing warehouse developments adjacent to the south of the project site, and several others in the nearby area.

The nearest sensitive uses are the single-family residences located to the west of the project site, across Palmetto Avenue. The project is not expected to negatively impact any uses since measures, such as landscape buffering, the installation of solid screen walls, and the restriction of truck movements on Palmetto Avenue will be implemented. Furthermore, construction impacts will be limited through the strict enforcement of the allowable construction hours listed in Section 9.50.070 of the Rialto Municipal Code, as well as enforcement of regular watering of the Site to limit airborne dust and other particulate matter. 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:

Nine (9) 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. An Initial Study (Environmental Assessment Review No. 16-27) has been prepared for the proposed Project in accordance with the California Environmental Quality Act (CEQA) and it has been determined that the Project will not create new or more severe impacts than those evaluated in the previously certified Renaissance Specific Plan Final Environmental Impact Report. Based on the Initial Study, prepared in accordance with CEQA, an Addendum to the Renaissance Specific Plan Final Environmental Impact Report has been prepared. The Planning Commission has forwarded, or is forwarding, a recommendation to the City Council to adopt the Addendum to the Renaissance Specific Plan Final Environmental Impact Report for the Project.

SECTION 4. The Planning Commission hereby recommends that the City Council approve TPM No. 19754, in conjunction with the RSP AMD No. 5, to allow the consolidation of six (6) parcels of land (APNs: 0240-171-02, -03, -20, -21, -27 & 0240-191-07) located at the southeast corner of Renaissance Parkway and Palmetto Avenue into three (3) parcels of land, in accordance with the application on file with the Planning Division, subject to the following conditions:

1. TPM No. 19754 is approved allowing the consolidation of six (6) parcels of land (APNs: 0240-171-02, -03, -20, -21, -27 & 0240-191-07) located at the southeast corner of Renaissance Parkway and Palmetto Avenue into three (3) parcels of land for the purpose of developing one (1) 210,628 square foot warehouse building, one (1) 77,047 square foot warehouse building, and one (1) 53,040 square foot warehouse building, as shown on the tentative map submitted to the Planning Division on August 18, 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. 19754. 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. Applicant shall comply with all conditions of approval contained in RSP AMD No. 5, to the extent they are not in conflict with any condition of approval herein.

7. All mitigation measures listed in Environmental Assessment Review No. 16-27 shall be met prior to issuance of any Certificate of Occupancy.

8. 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.

9. All conditions of approval for TPM No. 19754 shall be completed to the satisfaction of the City Engineer prior to the issuance of a Certificate of Occupancy.

10. 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.

11. A Precise Grading Plan shall be approved for the project by the City Engineer prior to the issuance of any building permits.

12. 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.

13. 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.

14. All median and 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.

15. 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.

16. Any improvements within the public right-of-way require a City of Rialto Encroachment Permit.

17. 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.

18. 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.

19. 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.

20. The Applicant shall dedicate additional right-of-way along the entire project frontage of Renaissance Parkway as may be required to provide the ultimate half-width of 54 feet, together with a property line – corner cutback at the southeast corner of Renaissance Parkway and Palmetto Avenue, as required by the City Engineer.

21. The Applicant shall make every effort to acquire additional right-of-way along the entire frontage of the properties identified by Assessor's Parcel Numbers 0240-171-30 and 0240-191-41 as may be required to provide the ultimate half-width of 54 feet along the north side Renaissance Parkway, as required by the City Engineer.

22. The Applicant shall dedicate a 10-foot wide landscape easement adjacent to the public right-of-way along the entire project frontage of Renaissance Parkway.

23. The Applicant shall construct new full-width street improvements in accordance with the Renaissance Specific Plan, including curb, gutter, sidewalk, parkway, and street paving, along the entire of project frontage on Renaissance Parkway, to the satisfaction of the City Engineer, and as required by the Transportation Commission.

24. The Applicant shall construct a curb ramp meeting current California State Accessibility standards at the southeast corner of Renaissance Parkway and Palmetto Avenue, in accordance with City of Rialto Standard Drawings.

25. The Applicant shall construct two (2) new commercial driveway approaches on Renaissance Parkway 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 that does exceed or will exceed 30 inches in height in order to maintain an appropriate corner sight distance, as required by the City Engineer.

26. The Applicant shall construct a curb ramp meeting current California State Accessibility standards along both sides of each new commercial driveway approach located on Renaissance Parkway. 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.

27. The Applicant shall construct an 18-foot wide raised and landscaped median island within Renaissance Parkway along the entire project frontage, as approved by the City Engineer. The median nose width shall be constructed 4 feet wide and shall have stamped concrete. The left turn pockets shall be designed in accordance with Section 405 of the current edition of the Caltrans Highway Design Manual, as approved by the City Engineer.

28. The Applicant shall remove existing, and construct new pavement with a minimum pavement section of 5 inches asphalt concrete pavement over 6 inches crushed aggregate base with a minimum subgrade of 24 inches at 95% relative compaction, or equal, along the entire frontage of Renaissance Parkway in accordance with City of Rialto Standard Drawings. The pavement section shall be determined using a Traffic Index ("TI") of 10. The 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. Pavement shall extend across the full-width of Renaissance Parkway.

29. The Applicant shall construct a new underground electrical system for public street lighting improvements along Renaissance Parkway. New marbelite street light poles with LED light fixtures shall be installed in accordance with City of Rialto Standard Drawings.

30. The Applicant shall dedicate additional right-of-way along the entire project frontage of Palmetto Avenue as may be required to provide the ultimate half-width of 32 feet, together with a property line – corner cutback at the southeast corner of Renaissance Parkway and Palmetto Avenue, as required by the City Engineer.

31. The Applicant shall dedicate a 10-foot wide landscape easement adjacent to the public right-of-way along the entire project frontage of Palmetto Avenue.

32. The Applicant shall construct one (1) new commercial driveway approach on Palmetto 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 that does exceed or will exceed 30 inches in height in order to maintain an appropriate corner sight distance, as required by the City Engineer.

33. The Applicant shall construct a curb ramp meeting current California State Accessibility standards along both sides of the new commercial driveway approach on Palmetto 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.

34. The Applicant shall remove existing, and construct new pavement with a minimum pavement section of 5 inches asphalt concrete pavement over 6 inches crushed aggregate base with a minimum subgrade of 24 inches at 95% relative compaction, or equal, along the entire frontage of Palmetto Avenue in accordance with City of Rialto Standard Drawings. The pavement section shall be determined using a Traffic Index ("TI") of 10. The 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. Pavement shall extend from clean sawcut edge of pavement centerline.

35. The Applicant shall construct a new underground electrical system for public street lighting improvements along Palmetto Avenue, as necessary. New marbelite street light poles with LED light fixtures shall be installed in accordance with City of Rialto Standard Drawings.

36. 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.

37. 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.

38. An accessible pedestrian path of travel shall be provided throughout the site, as required by applicable state and federal laws.

39. The Applicant shall connect the development to the City of Rialto sewer system and apply for a sewer connection account with Rialto Water Services. The Applicant shall extend public sewer service, as necessary, to provide sewer service to the underlying property, as required by the City Engineer. Easements for sanitary sewer service shall be acquired as necessary for the public sewer service extension.

40. 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.

41. All sewer mains constructed by the Applicant shall become part of the public sewer system shall be pressure tested and digitally video recorded by the City's wastewater system operator (Veolia) prior to acceptance of the sewer system for maintenance by the City. The Applicant shall be responsible for all costs associated with testing and inspection services. Any defects of the sewer main shall be removed, replaced, or repaired to the satisfaction of the City Engineer prior to acceptance.

42. 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.

43. 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.

44. 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.

45. 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.

46. 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.

47. 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.

48. 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.

49. 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.

50. 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.

51. 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.

52. 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.

53. 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

54. 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.

55. 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.

56. 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.

57. 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.

58. 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.

59. A minimum of 48 inches of clearance for disabled access shall be provided on all public sidewalks.

60. 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.

61. 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.

62. 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.

63. The Applicant shall comply with all traffic impact analysis mitigations measures approved by the City of Rialto Transportation Commission.

64. 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.

65. The Applicant shall comply with all other applicable State and local ordinances.

66. Approval of TPM No. 19754 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. 19754 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. 19754.

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 9th day of November, 2016.

_____
JERRY GUTIERREZ, CHAIR
CITY OF RIALTO PLANNING COMMISSION

Exhibit 'A'

LEGAL DESCRIPTION
ZONE CHANGE

LOT 1 OF CERTIFICATE OF COMPLIANCE NO. 232, IN THE CITY OF RIALTO, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, RECORDED JUNE 16, 2016 AS DOCUMENT NO. 2016-0237716 OF OFFICIAL RECORDS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF RIALTO, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 1:

THE WEST 220 FEET OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER GOVERNMENT SURVEY.

EXCEPTING THEREFROM THAT PORTION OF SAID LAND GRANTED TO THE STATE OF CALIFORNIA BY GRANT DEED RECORDED DECEMBER 19, 2002, AS INSTRUMENT NO. 02-0691979 AND AS INSTRUMENT NO. 02-0691980, BOTH OF OFFICIAL RECORDS.

PARCEL 2:

THE EAST 285 FEET OF THE WEST 505 FEET OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF RIALTO, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND ON FILE IN THE DISTRICT LAND OFFICES.

EXCEPT ALL OIL, GAS AND OTHER MINERAL DEPOSITS IN THE LAND SO PATENTED, TOGETHER WITH RIGHT TO PROSPECT FOR, MINE, AND REMOVE THE SAME, ACCORDING TO THE PROVISIONS OF THE ACT OF CONGRESS OF JUNE 1, 1938 AS RESERVED IN THE PATENT RECORDED APRIL 7, 1891 IN BOOK 'C' PAGE 581 OF PATENTS.

ALSO EXCEPT THOSE PORTIONS CONVEYED TO THE STATE OF CALIFORNIA BY DEEDS RECORDED NOVEMBER 12, 2002 AS INSTRUMENT NO. 2002-0608906 AND DECEMBER 20, 2002 AS INSTRUMENT 20020694818, BOTH OF OFFICIAL RECORDS.

PARCEL 3:

THE EAST 155.00 FEET OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 SECTION 32, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF RIALTO, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF.

EXCEPTING THEREFROM THAT PORTION OF SAID LAND DESCRIBED IN THE GRANT DEED TO THE STATE OF CALIFORNIA RECORDED JANUARY 27, 2003 AS INSTRUMENT NO. 03-0052231, OFFICIAL RECORDS.

EXCEPTING THEREFROM ALL OIL, GAS AND OTHER MINERAL DEPOSITS IN THE LAND SO PATENTED, TOGETHER WITH THE RIGHT TO PROSPECT FOR, MINE AND REMOVE THE SAME, ACCORDING TO THE PROVISIONS OF THE ACT OF CONGRESS OF JUNE 1, 1938, AS RESERVED IN THE PATENT RECORDED APRIL 7, 1891, IN BOOK "C", PAGE 581, OF PATENTS.

LEGAL DESCRIPTION
ZONE CHANGE

PARCEL 4:

SOUTHERLY 9.143 METERS (30.00'), MEASURED AT RIGHT ANGLES FROM THE NORTH LINE OF SAID SECTION, SAID PARALLEL LINE ALSO BEING THE SOUTH LINE OF HIGHLAND AVENUE (60 FEET WIDE); THENCE ALONG SAID WEST LINE, SOUTH 0° 14' 26" EAST, 58.997 METERS (193.56') TO THE BEGINNING, OF A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY, HAVING A RADIUS OF 534.800 METERS (1754.59'), A RADIAL LINE TO

SAID POINT BEARS NORTH 24° 26' 42" EAST; THENCE SOUTHEASTERLY ALONG SAID CURVE, 43.109 METERS (141.43') THROUGH A CENTRAL ANGLE OF 4° 37' 36" TO THE EAST LINE OF SAID WEST 126 FEET, A RADIAL BEARS NORTH 29° 03' 48" EAST; THENCE ALONG SAID EAST LINE, NORTH 0° 14' 26" WEST, 78.602 METERS (257.88') TO A POINT ON SAID SOUTH LINE OF THE HIGHLAND AVENUE; THENCE SOUTH 89° 41' 42" WEST A DISTANCE OF 38.401 METERS (125.99') TO THE POINT OF BEGINNING.

PARCEL 5:

THE WEST 2.5 ACRES OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND APPROVED BY THE SURVEYOR GENERAL DATED OCTOBER 14, 1885.

EXCEPT THEREFROM THE WEST 32 FEET AS DESCRIBED IN THE DEED TO THE CITY OF RIALTO, RECORDED NOVEMBER 4, 1988 AS INSTRUMENT NO. 88-374286 OF OFFICIAL RECORDS.

ALSO EXCEPT THEREFROM THAT PORTION DESCRIBED IN THE DEED TO THE STATE OF CALIFORNIA, RECORDED JUNE 18, 2002 AS INSTRUMENT NO. 02-314406 OF OFFICIAL RECORDS.

PARCEL 6:

THAT PORTION OF THE EAST 7-1/2 ACRES OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE CITY OF RIALTO, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL GOVERNMENT PLAT THEREOF.

EXCEPT THEREFROM THAT PORTION CONVEYED TO THE STATE OF CALIFORNIA BY GRANT DEED RECORDED JULY 1, 2002, AS INSTRUMENT NO. 02-336836, OF OFFICIAL RECORDS, DESCRIBED AS FOLLOWS:
BEGINNING AT THE INTERSECTION OF THE WEST LINE OF SAID EAST 7-1/2 ACRES WITH THE SOUTH LINE OF HIGHLAND AVENUE (60 FEET WIDE), BEING A LINE PARALLEL WITH AND DISTANT SOUTHERLY 9.143 METERS (30.00') MEASURED AT A RIGHT ANGLE FROM THE NORTH LINE OF SAID SECTION; THENCE ALONG SAID SOUTH LINE NORTH 89° 41' 42" EAST 153.146 METERS (502.45') TO THE WEST LINE OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SAID SECTION; THENCE ALONG SAID WEST LINE SOUTH 0° 16' 18" EAST 10.269 METERS (33.69') TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE SOUTHERLY HAVING A RADIUS OF 534.800 METERS (1754.59'), A RADIAL LINE TO SAID BEGINNING BEARS NORTH 1° 54' 23" EAST, THENCE WESTERLY ALONG SAID CURVE 20.631 METERS THROUGH A CENTRAL ANGLE OF 2° 12'37", THENCE SOUTH 89° 41' 26" WEST 132.514 METERS (434.76') TO THE FIRST SAID WEST LINE; THENCE ALONG SAID WEST LINE NORTH
0° 18' 10" WEST 9.867 METERS (32.37') TO THE POINT OF BEGINNING.

LEGAL DESCRIPTION
ZONE CHANGE

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF RIALTO, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND APPROVED BY THE SURVEYOR GENERAL DATED OCTOBER 14, 1885.

TOGETHER WITH THE WEST 126 FEET OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO MERIDIAN IN THE CITY OF RIALTO, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND APPROVED BY THE SURVEYOR GENERAL DATED OCTOBER 14, 1885.

EXCEPTING THEREFROM THAT PORTION OF SAID LAND GRANTED TO THE STATE OF CALIFORNIA BY GRANT DEED RECORDED DECEMBER 19, 2002, AS INSTRUMENT NO. 2002-0691979 AND AS INSTRUMENT NO. 2002-0691980, BOTH OF OFFICIAL RECORDS.

ALSO EXCEPTING THEREFROM THAT PORTION OF SAID LAND DESCRIBED IN THE GRANT DEED TO THE STATE OF CALIFORNIA RECORDED JANUARY 27, 2003 AS INSTRUMENT NO. 2003-0052231, OFFICIAL RECORDS.

ALSO EXCEPT THOSE PORTIONS CONVEYED TO THE STATE OF CALIFORNIA BY DEEDS RECORDED NOVEMBER 12, 2002 AS INSTRUMENT NO. 2002-0608906 AND DECEMBER 20, 2002 AS INSTRUMENT 2002-0694818, BOTH OF OFFICIAL RECORDS.

ALSO EXCEPT THAT PORTION CONVEYED TO THE STATE OF CALIFORNIA BY DEED RECORDED APRIL 1, 2002 AS INSTRUMENT NO. 2002-0159084.

ALSO EXCEPT THOSE PORTIONS WITHIN HIGHLAND AVENUE (30 FEET HALFWIDTH).

EXCEPTING THEREFROM ALL OIL, GAS AND OTHER MINERAL DEPOSITS IN THE LAND SO PATENTED, TOGETHER WITH THE RIGHT TO PROSPECT FOR, MINE AND REMOVE THE SAME, ACCORDING TO THE PROVISIONS OF THE ACT OF CONGRESS OF JUNE 1, 1938, AS RESERVED IN THE PATENT RECORDED APRIL 7, 1891, IN BOOK "C", PAGE 581, OF PATENTS.

TOGETHER WITH:

THAT PORTION OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND APPROVED BY THE SURVEYOR GENERAL DATED OCTOBER 14, 1885 DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SAID NORTHEAST 1/4 OF SECTION 32;
THENCE EAST ALONG THE NORTH LINE OF SAID NORTHEAST 1/4 OF SECTION 32, 166.79 FEET, MORE OR LESS, TO THE EAST LINE OF THE WEST 2.5 ACRES OF SAID NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, SAID 2.5 ACRES BEING ESTABLISHED AS THE PROPORTIONED 2.5 TENTHS OF THE RECORD 10 ACRES PER SAID PLAT;
THENCE SOUTH ALONG THE EAST LINE OF THE SAID PROPORTIONED WEST 2.5 ACRES, 661.54 FEET, MORE OR LESS, TO THE SOUTH LINE OF THE SAID NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32;
THENCE WEST ALONG THE SAID SOUTH LINE 166.70 FEET, MORE OR LESS, TO THE WEST LINE OF SAID NORTHEAST 1/4 OF SECTION 32;

LEGAL DESCRIPTION
ZONE CHANGE

THENCE NORTH ALONG SAID WEST LINE 661.47 FEET, MORE OR LESS, TO THE POINT OF BEGINNING.

EXCEPT THEREFROM THE WEST 32 FEET AS DESCRIBED IN THE DEED TO THE CITY OF RIALTO, RECORDED NOVEMBER 4, 1988 AS INSTRUMENT NO. 88-374286 OF OFFICIAL RECORDS.

ALSO EXCEPT THEREFROM THAT PORTION DESCRIBED IN THE DEED TO THE STATE OF CALIFORNIA, RECORDED JUNE 18, 2002 AS INSTRUMENT NO. 2002-314406 OF OFFICIAL RECORDS.

ALSO EXCEPT THOSE PORTIONS WITHIN HIGHLAND AVENUE (30 FEET HALF WIDTH).

TOGETHER WITH:

THAT PORTION OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND APPROVED BY THE SURVEYOR GENERAL DATED OCTOBER 14, 1885 DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID NORTHEAST 1/4 OF SECTION 32;
THENCE EAST ALONG THE NORTH LINE OF SAID NORTHEAST 1/4 OF SECTION 32, 166.79 FEET, MORE OR LESS, TO THE EAST LINE OF THE WEST 2.5 ACRES OF SAID NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, SAID 2.5 ACRES BEING ESTABLISHED AS THE PROPORTIONED 2.5 TENTHS OF THE RECORD 10 ACRES PER SAID PLAT, TO THE POINT OF BEGINNING;
THENCE SOUTH ALONG THE EAST LINE OF THE SAID PROPORTIONED WEST 2.5 ACRES, 661.54 FEET, MORE OR LESS, TO THE SOUTH LINE OF THE SAID NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32;
THENCE EAST ALONG THE SAID SOUTH LINE 501.11 FEET, MORE OR LESS, TO THE EAST LINE OF SAID NORTHWEST 1/4 OF THE NORTHWEST 1/4 NORTHEAST 1/4 OF SECTION 32;
THENCE NORTH ALONG SAID LAST SAID EAST LINE 661.72 FEET, MORE OR LESS, TO THE SAID NORTH LINE;
THENCE WEST ALONG SAID NORTH LINE 500.37 FEET, MORE OR LESS, TO THE POINT OF BEGINNING.

EXCEPT THEREFROM THAT PORTION CONVEYED TO THE STATE OF CALIFORNIA BY GRANT DEED RECORDED JULY 1, 2002, AS INSTRUMENT NO. 2002-336836, OF OFFICIAL RECORDS.

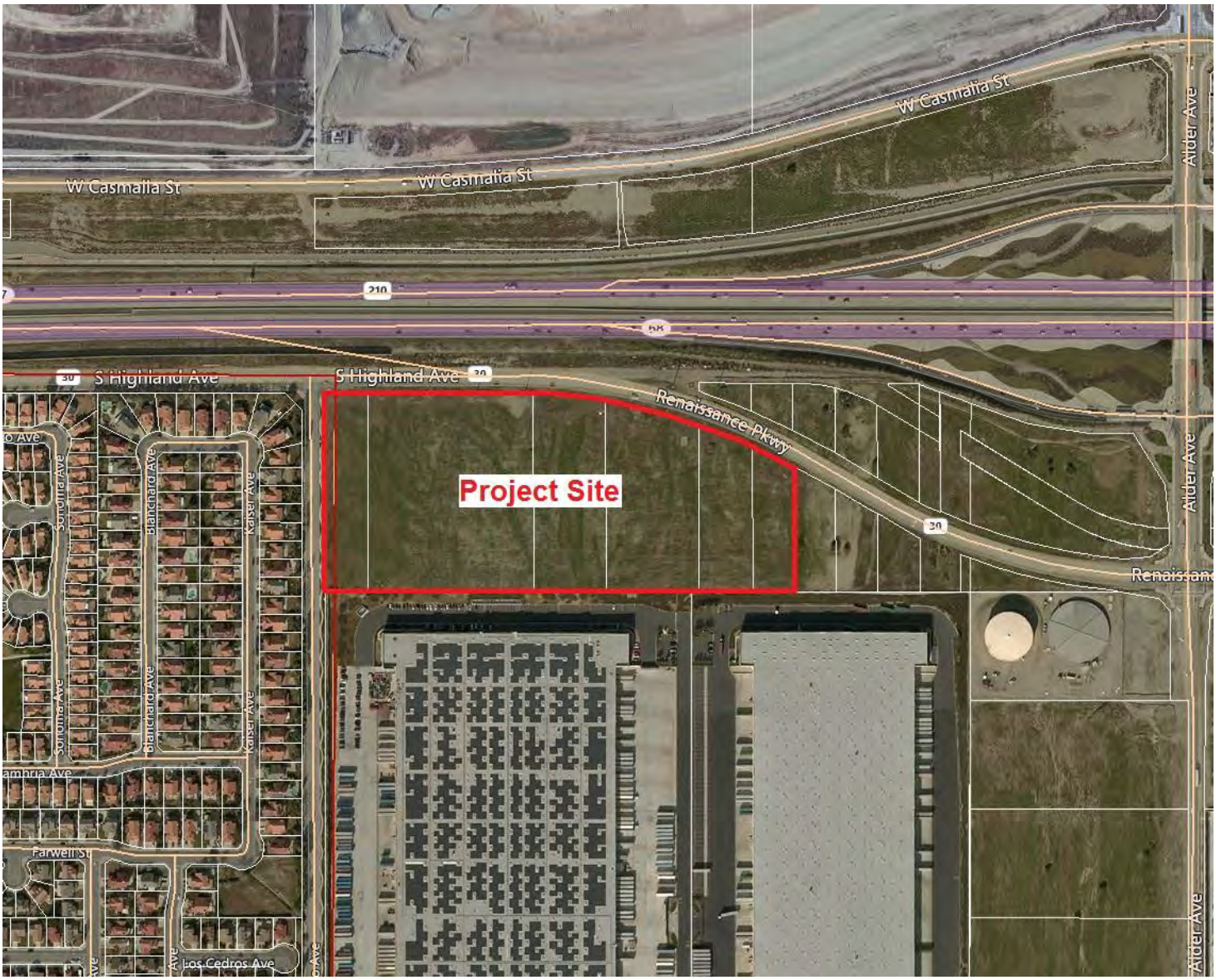
ALSO EXCEPT THOSE PORTIONS WITHIN HIGHLAND AVENUE (30 FEET HALF WIDTH).

PREPARED UNDER THE DIRECTION OF:

BRIAN L. THIENES
P.L.S. No. 5750
REG. EXP. 12/31/17

11/2/16
DATE

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



Project Location Map

N

SHEET 1 OF 1

TENTATIVE PARCEL MAP NO. 19754

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

BEING A SUBDIVISION OF A PORTION OF THE NORTH HALF OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER AND A PORTION OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER, BOTH PORTIONS BEING IN SECTION 32, TOWNSHIP 1 NORTH, RANGE 5 WEST, S.B.M.

LEGAL DESCRIPTION:

PORTION 1:

THE WEST 220 FEET OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER GOVERNMENT SURVEY.

EXCEPTING THEREFROM THAT PORTION OF SAID LAND GRANTED TO THE STATE OF CALIFORNIA BY GRANT DEED RECORDED DECEMBER 19, 2002, AS INSTRUMENT NO. 02-0691979 AND AS INSTRUMENT NO. 02-0691980, BOTH OF OFFICIAL RECORDS.

PORTION 2:

THE EAST 285 FEET OF THE WEST 505 FEET OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF RIALTO, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND ON FILE IN THE DISTRICT LAND OFFICES.

EXCEPT ALL OIL, GAS AND OTHER MINERAL DEPOSITS IN THE LAND SO PATENTED, TOGETHER WITH RIGHT TO PROSPECT FOR, MINE, AND REMOVE THE SAME, ACCORDING TO THE PROVISIONS OF THE ACT OF CONGRESS OF JUNE 1, 1938 AS RESERVED IN THE PATENT RECORDED APRIL 7, 1891 IN BOOK "C" PAGE 581 OF PATENTS.

ALSO EXCEPT THOSE PORTIONS CONVEYED TO THE STATE OF CALIFORNIA BY DEEDS RECORDED NOVEMBER 12, 2002 AS INSTRUMENT NO. 2002-0608906 AND DECEMBER 20, 2002 AS INSTRUMENT 2002069481B, BOTH OF OFFICIAL RECORDS.

PORTION 3:

THE EAST 155.00 FEET OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 SECTION 32, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF RIALTO, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF.

EXCEPTING THEREFROM THAT PORTION OF SAID LAND DESCRIBED IN THE GRANT DEED TO THE STATE OF CALIFORNIA RECORDED JANUARY 27, 2003 AS INSTRUMENT NO. 03-0052231, OFFICIAL RECORDS.

EXCEPTING THEREFROM ALL OIL, GAS AND OTHER MINERAL DEPOSITS IN THE LAND SO PATENTED, TOGETHER WITH THE RIGHT TO PROSPECT FOR, MINE AND REMOVE THE SAME, ACCORDING TO THE PROVISIONS OF THE ACT OF CONGRESS OF JUNE 1, 1938, AS RESERVED IN THE PATENT RECORDED APRIL 7, 1891, IN BOOK "C", PAGE 581, OF PATENTS.

PORTION 4:

SOUTHERLY 9.143 METERS (30.00'), MEASURED AT RIGHT ANGLES FROM THE NORTH LINE OF SAID SECTION, SAID PARALLEL LINE ALSO BEING THE SOUTH LINE OF HIGHLAND AVENUE (60 FEET WIDE); THENCE ALONG SAID WEST LINE, SOUTH 0° 14' 26" EAST, 58.997 METERS (193.56') TO THE BEGINNING, OF A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY, HAVING A RADIUS OF 534.800 METERS (1754.59'), A RADIAL LINE TO SAID POINT BEARS NORTH 24° 26' 42" EAST; THENCE SOUTHEASTERLY ALONG SAID CURVE, 43.109 METERS (141.43') THROUGH A CENTRAL ANGLE OF 4° 37' 36" TO THE EAST LINE OF SAID WEST 126 FEET, A RADIAL BEARS NORTH 29° 03' 48" EAST. THENCE ALONG SAID EAST LINE, NORTH 0° 14' 26" WEST, 78.602 METERS (257.88') TO A POINT ON SAID SOUTH LINE OF THE HIGHLAND AVENUE; THENCE SOUTH 89° 41' 42" WEST A DISTANCE OF 38.401 METERS (125.99') TO THE POINT OF BEGINNING.

SAID LEGAL DESCRIPTIONS OF PORTIONS 1, 2, 3 AND 4 AS NOTED ABOVE ARE ALSO DESCRIBED AS FOLLOWS:

THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND APPROVED BY THE SURVEYOR GENERAL DATED OCTOBER 14, 1885.

TOGETHER WITH THE WEST 126 FEET OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO MERIDIAN IN THE CITY OF RIALTO, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND APPROVED BY THE SURVEYOR GENERAL DATED OCTOBER 14, 1885.

EXCEPTING THEREFROM THAT PORTION OF SAID LAND GRANTED TO THE STATE OF CALIFORNIA BY GRANT DEED RECORDED DECEMBER 19, 2002, AS INSTRUMENT NO. 2002-0691979 AND AS INSTRUMENT NO. 2002-0691980, BOTH OF OFFICIAL RECORDS.

ALSO EXCEPTING THEREFROM THAT PORTION OF SAID LAND DESCRIBED IN THE GRANT DEED TO THE STATE OF CALIFORNIA RECORDED JANUARY 27, 2003 AS INSTRUMENT NO. 2003-0052231, OFFICIAL RECORDS.

ALSO EXCEPT THOSE PORTIONS CONVEYED TO THE STATE OF CALIFORNIA BY DEEDS RECORDED NOVEMBER 12, 2002 AS INSTRUMENT NO. 2002-0608906 AND DECEMBER 20, 2002 AS INSTRUMENT 2002-0694818, BOTH OF OFFICIAL RECORDS.

ALSO EXCEPT THAT PORTION CONVEYED TO THE STATE OF CALIFORNIA BY DEED RECORDED APRIL 1, 2002 AS INSTRUMENT NO. 2002-0159084.

ALSO EXCEPT THOSE PORTIONS WITHIN HIGHLAND AVENUE (30 FEET HALFWIDTH).

EXCEPTING THEREFROM ALL OIL, GAS AND OTHER MINERAL DEPOSITS IN THE LAND SO PATENTED, TOGETHER WITH THE RIGHT TO PROSPECT FOR, MINE AND REMOVE THE SAME, ACCORDING TO THE PROVISIONS OF THE ACT OF CONGRESS OF JUNE 1, 1938, AS RESERVED IN THE PATENT RECORDED APRIL 7, 1891, IN BOOK "C", PAGE 581, OF PATENTS.

PORTION 5:

THE WEST 2.5 ACRES OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND APPROVED BY THE SURVEYOR GENERAL DATED OCTOBER 14, 1885.

EXCEPT THEREFROM THE WEST 32 FEET AS DESCRIBED IN THE DEED TO THE CITY OF RIALTO, RECORDED NOVEMBER 4, 1988 AS INSTRUMENT NO. 88-374286 OF OFFICIAL RECORDS.

ALSO EXCEPT THEREFROM THAT PORTION DESCRIBED IN THE DEED TO THE STATE OF CALIFORNIA, RECORDED JUNE 18, 2002 AS INSTRUMENT NO. 02-314406 OF OFFICIAL RECORDS.

SAID LEGAL DESCRIPTION OF PORTION 5 AS NOTED ABOVE IS ALSO DESCRIBED AS FOLLOWS:

THAT PORTION OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND APPROVED BY THE SURVEYOR GENERAL DATED OCTOBER 14, 1885 DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SAID NORTHEAST 1/4 OF SECTION 32;
THENCE EAST ALONG THE NORTH LINE OF SAID NORTHEAST 1/4 OF SECTION 32, 166.79 FEET, MORE OR LESS, TO THE EAST LINE OF THE WEST 2.5 ACRES OF SAID NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, SAID 2.5 ACRES BEING ESTABLISHED AS THE PROPORTIONED 2.5 TENTHS OF THE RECORD 10 ACRES PER SAID PLAT;
THENCE SOUTH ALONG THE EAST LINE OF THE SAID PROPORTIONED WEST 2.5 ACRES, 661.54 FEET, MORE OR LESS, TO THE SOUTH LINE OF THE SAID NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32;
THENCE WEST ALONG THE SAID SOUTH LINE 166.70 FEET, MORE OR LESS, TO THE WEST LINE OF SAID NORTHEAST 1/4 OF SECTION 32;
THENCE NORTH ALONG SAID WEST LINE 661.47 FEET, MORE OR LESS, TO THE POINT OF BEGINNING.

EXCEPT THEREFROM THE WEST 32 FEET AS DESCRIBED IN THE DEED TO THE CITY OF RIALTO, RECORDED NOVEMBER 4, 1988 AS INSTRUMENT NO. 88-374286 OF OFFICIAL RECORDS.

ALSO EXCEPT THEREFROM THAT PORTION DESCRIBED IN THE DEED TO THE STATE OF CALIFORNIA, RECORDED JUNE 18, 2002 AS INSTRUMENT NO. 2002-314406 OF OFFICIAL RECORDS.

ALSO EXCEPT THOSE PORTIONS WITHIN HIGHLAND AVENUE (30 FEET HALF WIDTH).

PORTION 6:

THAT PORTION OF THE EAST 7-1/2 ACRES OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE CITY OF RIALTO, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL GOVERNMENT PLAT THEREOF.

EXCEPT THEREFROM THAT PORTION CONVEYED TO THE STATE OF CALIFORNIA BY GRANT DEED RECORDED JULY 1, 2002, AS INSTRUMENT NO. 02-336836, OF OFFICIAL RECORDS, DESCRIBED AS FOLLOWS:
BEGINNING AT THE INTERSECTION OF THE WEST LINE OF SAID EAST 7-1/2 ACRES WITH THE SOUTH LINE OF HIGHLAND AVENUE (60 FEET WIDE), BEING A LINE PARALLEL WITH AND DISTANT SOUTHERLY 9.143 METERS (30.00') MEASURED AT A RIGHT ANGLE FROM THE NORTH LINE OF SAID SECTION; THENCE ALONG SAID SOUTH LINE NORTH 89° 41' 42" EAST 153.146 METERS (502.45') TO THE WEST LINE OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SAID SECTION; THENCE ALONG SAID WEST LINE SOUTH 0° 16' 18" EAST 10.269 METERS (33.69') TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE SOUTHERLY HAVING A RADIUS OF 534.800 METERS (1754.59'), A RADIAL LINE TO SAID BEGINNING BEARS NORTH 1° 34' 23" EAST, THENCE WESTERLY ALONG SAID CURVE 20.831 METERS THROUGH A CENTRAL ANGLE OF 2° 12'37", THENCE SOUTH 89° 41' 26" WEST 132.514 METERS (434.76') TO THE FIRST SAID WEST LINE; THENCE ALONG SAID WEST LINE NORTH 0° 18' 10" WEST 9.867 METERS (32.37') TO THE POINT OF BEGINNING.

SAID LEGAL DESCRIPTION PORTION 6 AS NOTED ABOVE IS ALSO DESCRIBED AS FOLLOWS:

THAT PORTION OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND APPROVED BY THE SURVEYOR GENERAL DATED OCTOBER 14, 1885 DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID NORTHEAST 1/4 OF SECTION 32;
THENCE EAST ALONG THE NORTH LINE OF SAID NORTHEAST 1/4 OF SECTION 32, 166.79 FEET, MORE OR LESS, TO THE EAST LINE OF THE WEST 2.5 ACRES OF SAID NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, SAID 2.5 ACRES BEING ESTABLISHED AS THE PROPORTIONED 2.5 TENTHS OF THE RECORD 10 ACRES PER SAID PLAT, TO THE POINT OF BEGINNING;
THENCE SOUTH ALONG THE EAST LINE OF THE SAID PROPORTIONED WEST 2.5 ACRES, 661.54 FEET, MORE OR LESS, TO THE SOUTH LINE OF THE SAID NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32;
THENCE EAST ALONG THE SAID SOUTH LINE 501.11 FEET, MORE OR LESS, TO THE EAST LINE OF SAID NORTHWEST 1/4 OF THE NORTHWEST 1/4 NORTHEAST 1/4 OF SECTION 32;
THENCE NORTH ALONG SAID LAST SAID EAST LINE 661.72 FEET, MORE OR LESS, TO THE SAID NORTH LINE;
THENCE WEST ALONG SAID NORTH LINE 500.37 FEET, MORE OR LESS, TO THE POINT OF BEGINNING.

EXCEPT THEREFROM THAT PORTION CONVEYED TO THE STATE OF CALIFORNIA BY GRANT DEED RECORDED JULY 1, 2002, AS INSTRUMENT NO. 2002-336836, OF OFFICIAL RECORDS.

ALSO EXCEPT THOSE PORTIONS WITHIN HIGHLAND AVENUE (30 FEET HALFWIDTH).

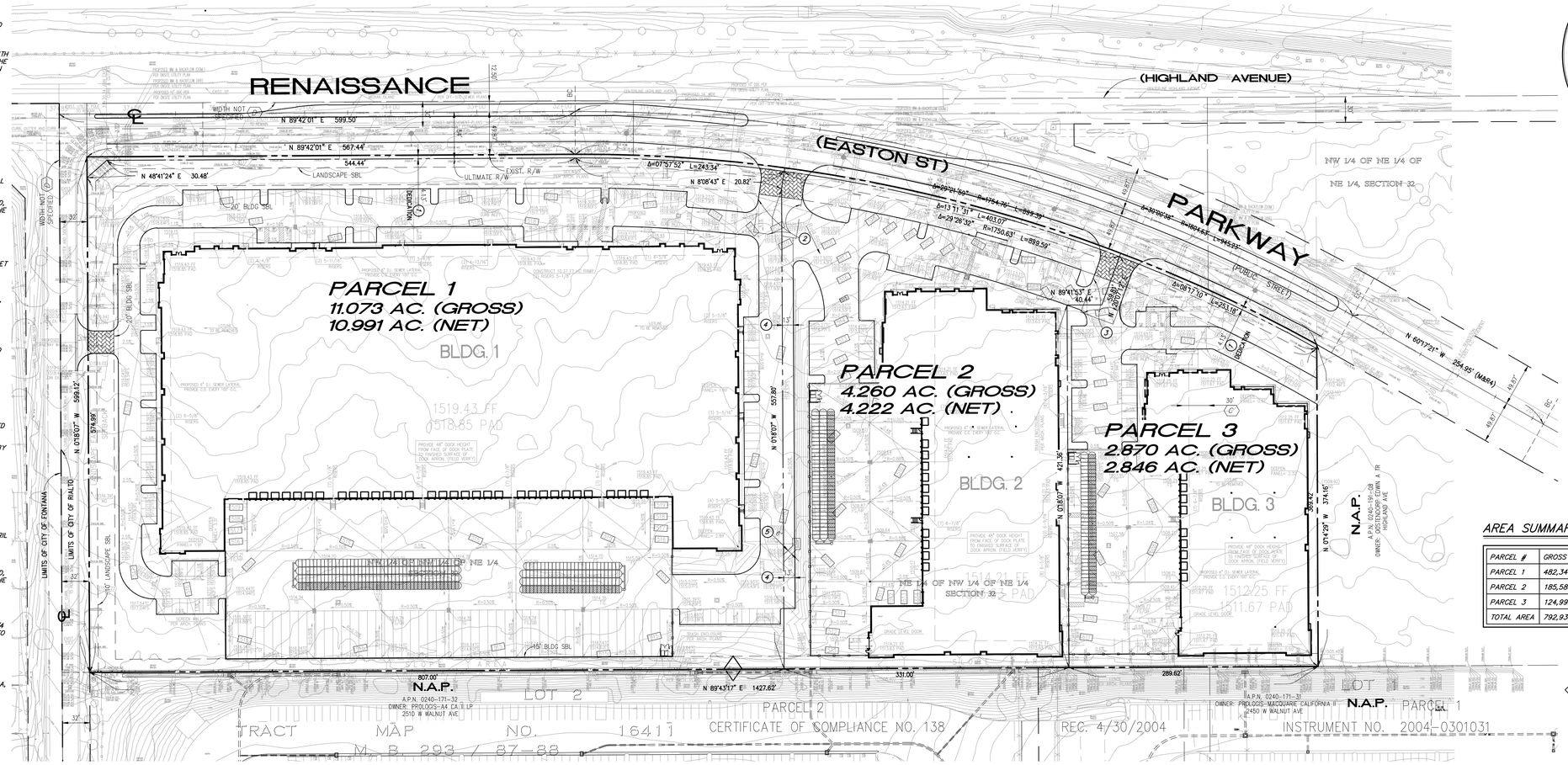
APNs:

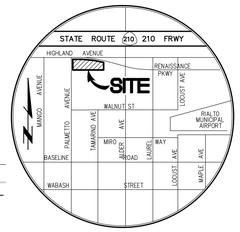
0240-171-02
0240-171-03
0240-171-20
0240-171-21
0240-171-27
0240-191-07

NOTES:

DATE OF PREPERATION: 4-25-2016
GROSS ACREAGE: 18.203
NET ACREAGE: 18.059

NUMBER OF PROPOSED PARCELS: 3





VICINITY MAP
N.T.S.

SCALE: 1"=60'

AREA SUMMARY:

PARCEL #	GROSS (S.F.)	GROSS (AC.)	NET (S.F.)	NET (AC.)
PARCEL 1	482,347 S.F.	11.073 AC.	478,767 S.F.	10.991 AC.
PARCEL 2	185,588 S.F.	4.260 AC.	183,922 S.F.	4.222 AC.
PARCEL 3	124,998 S.F.	2.870 AC.	123,956 S.F.	2.846 AC.
TOTAL AREA	792,933 S.F.	18.203 AC.	786,645 S.F.	18.059 AC.

EXISTING EASEMENTS:

(A) A. THE OWNERSHIP OF SAID LAND DOES NOT INCLUDE RIGHTS OF ACCESS TO OR FROM THE STREET, HIGHWAY, OR FREEWAY ABUTTING SAID LAND, SUCH RIGHTS HAVING BEEN RELINQUISHED BY MULTIPLE DOCUMENTS:
1. RECORDING DATE: DECEMBER 19, 2002 RECORDING NO.: 2002-691979, OFFICIAL RECORDS
2. RECORDING DATE: DECEMBER 19, 2002 RECORDING NO.: 2002-691980, OFFICIAL RECORDS
3. RECORDING DATE: JULY 1, 2002 RECORDING NO.: 2002-336836, OFFICIAL RECORDS
4. RECORDING DATE: DECEMBER 20, 2002 RECORDING NO.: 2002-0694818, OFFICIAL RECORDS
5. RECORDING DATE: JANUARY 27, 2003 RECORDING NO.: 2003-0052231, OFFICIAL RECORDS
6. RECORDING DATE: NOVEMBER 12, 2002 RECORDING NO.: 2002-0608906, OFFICIAL RECORDS
7. RECORDING DATE: JUNE 18, 2002 RECORDING NO.: 2002-314406, OFFICIAL RECORDS
8. RECORDING DATE: APRIL 1, 2002 RECORDING NO: 2002-159084, OFFICIAL RECORDS
9. RECORDING DATE: JULY 1, 2002 RECORDING NO: 02-336836, OFFICIAL RECORDS

(SUBJECT PROPERTY ABUTS FRONTAGE ROAD TO WHICH ACCESS RIGHTS HAVE NOT BEEN RELINQUISHED - NOTHING PLOTTED)

(B) B. RESERVATIONS CONTAINED IN THE PATENT FROM: THE UNITED STATES OF AMERICA
RECORDED: APRIL 7, 1897 IN BOOK C, PAGE 581, OF PATENTS WHICH AMONG OTHER THINGS RECITES AS FOLLOWS:
SUBJECT TO ANY VESTED AND ACCRUED WATER RIGHTS FOR MINING, AGRICULTURAL, MANUFACTURING, OR OTHER PURPOSES AND RIGHTS TO DITCHES AND RESERVOIRS USED IN CONNECTION WITH SUCH WATER RIGHTS, AS MAY BE RECOGNIZED AND ACKNOWLEDGED BY THE LOCAL CUSTOMS, LAWS AND DECISIONS OF THE COURTS, AND THE RESERVATION FROM THE LANDS HEREBY GRANTED, A RIGHT OF WAY THEREON FOR DITCHES OR CANALS CONSTRUCTED BY THE AUTHORITY OF THE UNITED STATES.
(SAID DOCUMENT IS NOT LEGIBLE AND COULD NOT BE REVIEWED)

(C) C. EASEMENT FOR PUBLIC ROAD, AS GRANTED TO PHILIP J. ROBINSON AND JACK ROBINSON IN A DOCUMENT RECORDED DATE: AUGUST 7, 1956 RECORDING NO.: BOOK 4006, PAGE 206, OFFICIAL RECORDS
(SAID EASEMENT PLOTTED HEREON)
TO BE QUITCLAIMED BY SEPARATE INSTRUMENT

(D) D. EASEMENT FOR IRRIGATION DICHES OR PIPES, AS RESERVED BY J.D. LARKIN IN A DOCUMENT RECORDED DATE: OCTOBER 15, 1888 RECORDING NO.: BOOK 86, PAGE 159, DEEDS
(EASEMENT WIDTH NOT SPECIFIED, EASEMENT CENTERLINE PLOTTED HEREON)
(LOCATION OF SAID CENTERLINE IS AT CENTERLINES HIGHLAND AVE AND PALMETTO AVE)

PROPOSED EASEMENTS:

(1) A 4.13' WIDE STREET DEDICATION OF RENAISSANCE PARKWAY TO THE CITY OF RIALTO TO BE DEDICATED ON PARCEL MAP

(2) A VARIABLE WIDTH EASEMENT FOR RECIPROCAL ACCESS AND CROSS LOT DRAINAGE PURPOSES OVER PARCELS 1 AND 2 FOR THE BENEFIT OF PARCELS 1 AND 2 TO BE RESERVED ON PARCEL MAP

(3) A 40' WIDE EASEMENT FOR RECIPROCAL ACCESS AND CROSS LOT DRAINAGE PURPOSES OVER PARCELS 2 AND 3 FOR THE BENEFIT OF PARCELS 2 AND 3 TO BE RESERVED ON PARCEL MAP

(4) A 13' WIDE EASEMENT FOR ACCESS AND CROSS LOT DRAINAGE OVER PARCEL 2 FOR THE BENEFIT OF PARCEL 1 TO BE RESERVED ON PARCEL MAP

(5) A 6' WIDE AND VARIABLE WIDTH EASEMENT FOR STORM DRAIN PURPOSES OVER OVER PARCEL 2 FOR THE BENEFIT OF PARCEL 1 TO BE RESERVED ON PARCEL MAP

BENCHMARK:

CITY OF RIALTO BENCH MARK: NO. 052-88
CITY OF RIALTO BRASS DISC SET IN TOP OF CURB, 4 FEET EAST OF THE EAST END , NORTH-EAST CURB RETURN, 55 FEET EAST OF CENTERLINE TAMARIND AVE. AND 48 FEET SOUTH OF CENTERLINE BASELINE RD.
(2 ORDER-2 CLASS, 4/01/89)
ELEVATION = 1411.723' (NGVD-29 / RIALTO QUAD / 1929 ADJ.)

BASIS OF BEARINGS:

THE BEARINGS SHOWN HEREON ARE BASED ON THE CENTERLINE OF HIGHLAND AVENUE BEING N 89°42'01" E AS PER TRACT MAP NO. 16441 M.B. 293/87-88, IN THE CITY OF RIALTO, RECORDS OF THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA.

ZONING:

ZONING INFORMATION:
GENERAL PLAN DESIGNATION: SPECIFIC PLAN WITH SPECIFIC PLAN OVERLAY
ZONE DESIGNATION: RENAISSANCE SPECIFIC PLAN
SPECIAL ZONE: "FREEWAY COMMERCIAL (FC)" (WITHIN SP)

SITE PLAN TABULATION:

	BLDG. 1	BLDG. 2	BLDG. 3	TOTAL
SITE AREA				
In s.f.	478,767	183,922	123,956	786,645 s.f.
In acres	10.99	4.22	2.85	18.06 ac.
BUILDING AREA (footprint)	205,828	74,547	50,540	330,715 s.f.
1st floor office	5,000	2,500	2,500	10,000 s.f.
mezzanine	5,000	2,500	2,500	10,000
Warehouse	200,628	72,047	48,040	320,715 s.f.
TOTAL	210,628	77,047	53,040	340,715 s.f.
COVERAGE	44.0%	41.9%	42.8%	43.3%
AUTO PARKING REQUIRED				
Office: 1/250 s.f.	40	20	20	80 stalls
Whse: 1st 40k @ 1/1,000 s.f.	40	40	40	120 stalls
above 40k @ 1/4,000 s.f.	40	8	2	50 stalls
TOTAL	120	68	62	250 stalls
AUTO PARKING PROVIDED				
Standard (9'x 18')	149	75	59	283 stalls
Handicap (9'x18')	7	4	3	14 stalls
TOTAL PARKING PROVIDED	156	79	62	297 stalls
TRAILER PARKING PROVIDED				
Trailer (10'x 55')	50			50 stalls
ZONING ORDINANCE FOR CITY				
Proposed Zoning - Renaissance SP - (Business Center)				
MAXIMUM FLOOR AREA RATIO				
0-5 acres: Max. FAR 0.45				
5-10 acres: Max. FAR 0.50				
>10 acres: Max. FAR 0.55				
FRONT AND SIDE STREET SETBACKS				
Bldgs<100,000 sq.ft. - 20ft avg. 15ft min.				
Bldgs>100,000 sq.ft. - 30 ft avg. 25 ft min.				
INTERIOR SIDE SETBACKS				
If adjacent to business uses - 0ft or separated by 20ft plus 10ft for each additional floor				
REAR SETBACKS				
If adjacent to business uses/streets - 25ft avg.20 ft. min.				
MAXIMUM HEIGHT				
75 ft.				
LANDSCAPE REQUIREMENT				
Percentage - 10%				
LANDSCAPE PROVIDED				
Percentage -	20.3%	19.8%	17.6%	19.8%
in s.f.	97,204	36,468	21,875	155,547

UTILITY PROVIDER'S

WATER :
SAN GABRIEL VALLEY WATER COMPANY
15966 ARROW ROUTE
FONTANA, CA 92335
PHONE: (909) 201-7375
CONTACT: LIUZONG ZHOU

SEWER :
CITY OF RIALTO
355 W. RIALTO AVENUE
RIALTO, CA 92376
PHONE: (909) 421-4986
CONTACT: HECTOR GONZALEZ

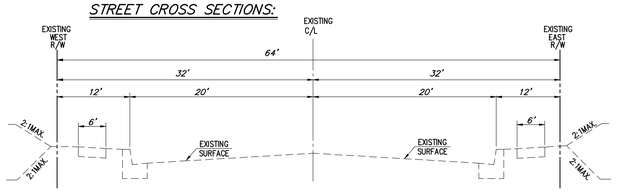
CABLE:
TIME WARNER CABLE
1500 AUTO CENTER DRIVE
ONTARIO, CA 91761
CONTACT: COZETTE MILES

ELECTRIC:
SOUTHERN CALIFORNIA EDISON
7951 REDWOOD AVENUE
FONTANA, CA 92336
PHONE: (909) 357-6585
CONTACT: SERVICE PLANNER

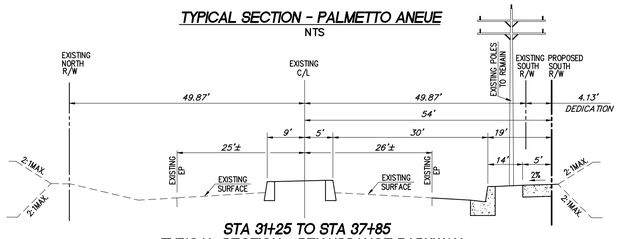
TELEPHONE:
AT&T - ANAHEIM
3939 E. CORONADO ST., 2ND FLOOR
ANAHEIM, CA 92807
PHONE: (951) 539-2263
CONTACT: ROBERT STURTEVANT

GAS:
SO. CALIF. GAS COMPANY
1981 W. LUGONIA AVENUE, P.O. BOX 3003
REDLANDS, CA 92374-9720
PHONE: (909) 335-3946
FAX: (909) 335-7527
CONTACT: JOSEPH CASARES

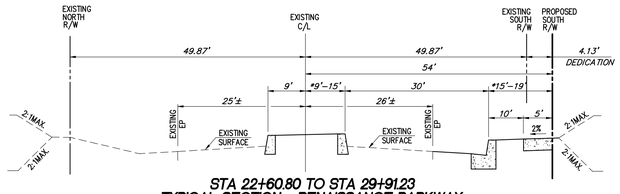
STREET CROSS SECTIONS:



TYPICAL SECTION - PALMETTO ANEUE
NTS



STA 31+25 TO STA 37+85
TYPICAL SECTION - RENAISSANCE PARKWAY
NTS



STA 22+60.80 TO STA 29+91.23
TYPICAL SECTION - RENAISSANCE PARKWAY
NTS
*TRANSITION FROM STA 28+75 TO 31+25

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

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

ARCHITECT:

HPA ARCHITECTURE
18831 BARDEEN AVENUE, STE. #100
IRVINE, CA 92612
PHONE: (949) 863-1773

DEVELOPER:

5020 CAMPUS DRIVE
NEWPORT BEACH, CA 92660
PHONE: (949) 296-7006

ENGINEER:

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

PREPARED UNDER THE DIRECTION OF:
BRIAN L. THIENES
P.L.S. NO. 5750
REG. EXP. 12/31/2017
08 / 03 / 16
DATE

Last Update: 8/3/16
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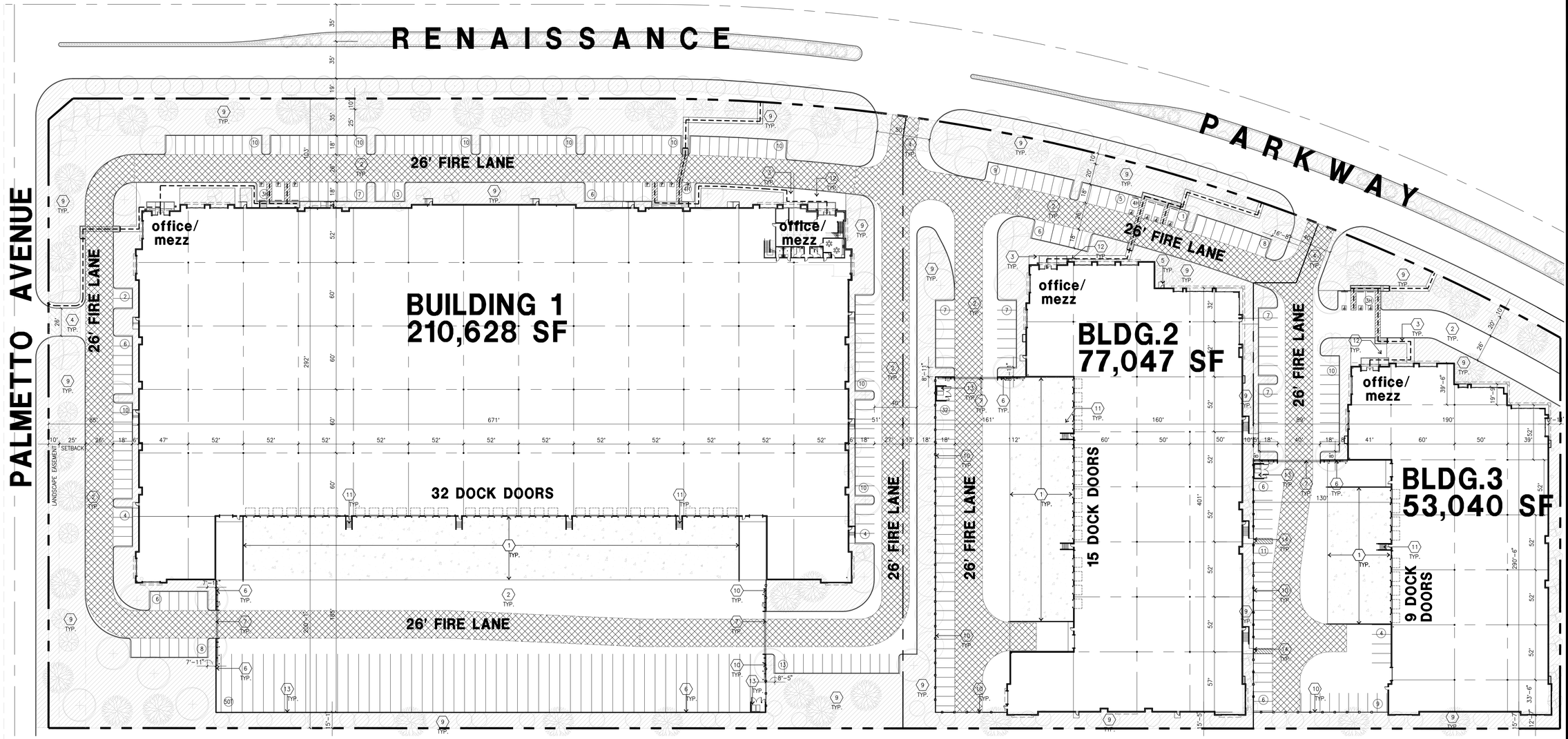

OVERALL SITE PLAN (A)
scale: 1"=40'-0"

SITE PLAN KEYNOTES

1. HEAVY BROOM FINISH CONC. PAVEMENT, SEE "C" & "S" DWGS..
2. ASPHALT PAVING.
3. CONCRETE WALKWAY, SEE "L" DRAWINGS.
4. DRIVEWAY APRONS WITH DECORATIVE PAVEMENT TO BE CONSTRUCTED PER "L" DRAWINGS.
5. 5'-6"X5'-6"X4" MIN. THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH. SLOPE TO BE 1/4" : 12" MAX. PROVIDE WALK TO PUBLIC WAY OR DRIVE WAY W/ 1:20 MAX. AS REQ. BY CITY INSPECTOR.
6. 14'H CONCRETE TILT-UP SCREEN WALL - TO BE TREATED TO MATCH THE ADJACENT BUILDING WALL.
7. PROVIDE METAL, MANUAL OPERATED GATES W/ KNOX-PAD LOCK PER FIRE DEPARTMENT STANDARDS PER DRIVEWAY.
9. LANDSCAPE. SEE "L" DWGS.
10. 8'H WROUGHT IRON FENCE
11. EXTERIOR CONC. STAIR.
12. BIKE RACK
13. TRASH ENCLOSURE.
14. MAN GATE FOR FIRE ACCESS.

SITE PLAN GENERAL NOTES

1. NOT USED
2. IF SOILS ARE EXPANSIVE IN NATURE, USE STEEL REINFORCING FOR ALL SITE CONCRETE.
3. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE WALL, FACE OF CONCRETE CURB OR GRID LINE U.N.O.
4. SEE "C" PLANS FOR ALL CONCRETE CURBS, GUTTERS AND SWALES. DETAILS ON SHEET AD.1 ARE MINIMUM STANDARDS.
5. THE ENTIRE PROJECT SHALL BE PERMANENTLY MAINTAINED WITH AN AUTOMATIC IRRIGATION SYSTEM, PRIOR TO INSTALLATION & AT LEAST 60 DAYS BEFORE BLDG. COMPLETION.
6. SEE "C" DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR SHALL VERIFY ACTUAL UTILITY CONTRACTOR SHALL VERIFY ACTUAL UTILITY LOCATIONS.
7. PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG. SEE "C" DRAWINGS.
8. CONTRACTOR TO REFER TO "C" DRAWINGS FOR ALL HORIZONTAL CONTROL DIMENSIONS. SITE PLANS ARE FOR GUIDANCE AND STARTING LAYOUT POINTS.
9. SEE "C"DRAWINGS FOR FINISH GRADE ELEVATIONS.
10. CONCRETE SIDEWALKS TO BE A MINIMUM OF 4" THICK W/ TOOLED JOINTS AT 6' O.C. EXPANSION/CONSTRUCTION JOINTS SHALL BE A MAXIMUM 12' EA. WAY W/ 1:20 MAX. SLOPE. EXPANSION JOINTS TO HAVE COMPRESSIVE EXPANSION FILLER MATERIAL OF 1/4". SEE "L" DRAWINGS FOR FINISH.
11. NOT USED
12. PAINT. CURBS AND PROVIDE SIGNS TO INFORM OF FIRE LANES AS REQUIRED BY FIRE DEPARTMENT.
13. CONSTRUCTION DOCUMENTS PERTAINING TO THE LANDSCAPE AND IRRIGATION OF THE ENTIRE PROJECT SITE SHALL BE SUBMITTED TO THE BUILDING DEPARTMENT AND APPROVED BY PUBLIC FACILITIES DEVELOPMENT PRIOR TO ISSUANCE OF BUILDING PERMITS.
14. PRIOR TO FINAL CITY INSPECTION, THE LANDSCAPE ARCHITECT SHALL SUBMIT A CERTIFICATE OF COMPLETION TO PUBLIC FACILITIES DEVELOPMENT.
15. NOT USED
16. ALL LANDSCAPE AND IRRIGATION DESIGNS SHALL MEET CURRENT CITY STANDARDS AS LISTED IN GUIDELINES OR AS OBTAINED FROM PUBLIC FACILITIES DEVELOPMENT.
17. NOT USED.
18. LANDSCAPED AREAS SHALL BE DELINEATED WITH A MINIMUM SIX INCHES (6") HIGH CURB
19. APPROVED CONCEPTUAL LANDSCAPE PLAN PRIOR TO GRADING PERMIT
20. ALL ON-SITE OUTDOOR CARGO HANDLING (CHE) (INCLUDING YARD TRUCKS, HOSTLERS, YARD GOATS, PALLET JACKS, FORKLIFTS, AND OTHER ON-SITE EQUIPMENT) SHALL BE POWERED BY NON-DIESEL FUELED ENGINES.
21. ALL ON-SITE INDOOR FORKLIFTS SHALL BE POWERED BY ELECTRICITY, COMPRESSED NATURAL GAS, OR PROPANE.
22. DURING SITE PREPARATION AND GRADING ACTIVITY, ALL OFF-ROAD CONSTRUCTION EQUIPMENT SHALL BE CALIFORNIA AIR RESOURCES BOARD (CARB) TIER 3 CERTIFIED OR BETTER.

SITE LEGEND

- LANDSCAPED AREA
- CONCRETE PAVING SEE "C" DRWGS. FOR THICKNESS
- STANDARD PARKING STALL (9' X 18')
- AC. PAVING - SEE "C" DRWGS. FOR THICKNESS
- HANDICAP PARKING STALL (9' X 18')
- PATH OF TRAVEL

PROJECT INFORMATION

Owner

PROFICIENCY CAPITAL LLC
5020 CAMPUS DRIVE
NEWPORT BEACH, CA 92660
TEL: (949) 296-7006
CONTACT: MATT ENGLHARD

Assessors Parcel Number

0240-171-02, 03, 20, 21, 27
& 0240-191-07

Applicant

HPA
18831 BARDEEN AVE, STE #100
IRVINE, CA 92612
TEL: (949) 862-2125
CONTACT: JOCELYN WAN

Zoning information

ZONING DESIGNATION - RENAISSANCE SP - (FREEWAY COMMERCIAL)

NOTE:
ALL BUILDINGS OVER 5,000 SQUARE FEET IN SIZE WILL HAVE FIRE SPRINKLER INSTALLED.

DIF FEES WILL BE PAID PRIOR TO ISSUANCE OF ANY BUILDING PERMITS.

TABULATION

	BLDG. 1	BLDG. 2	BLDG. 3	TOTAL
SITE AREA				
In s.f.	478,767	183,922	123,956	786,645 s.f.
In acres	10.99	4.22	2.85	18.06 ac.
BUILDING AREA (footprint)	205,628	74,547	50,540	330,715 s.f.
1st floor office	5,000	2,500	2,500	10,000 s.f.
mezzanine	5,000	2,500	2,500	10,000
Warehouse	200,628	72,047	48,040	320,715 s.f.
TOTAL	210,628	77,047	53,040	340,715 s.f.
COVERAGE	44.0%	41.9%	42.8%	43.3%
AUTO PARKING REQUIRED				
Office: 1/250 s.f.	40	20	20	80 stalls
Whse: 1st 40k @ 1/1,000 s.f.	40	40	40	120 stalls
above 40k @ 1/4,000 s.f.	40	8	3	51 stalls
TOTAL	120	68	63	251 stalls
AUTO PARKING PROVIDED				
Standard (9'x 18')	149	75	60	284 stalls
Handicap (9'x18')	7	4	3	14 stalls
TOTAL PARKING PROVIDED	156	79	63	298 stalls
TRAILER PARKING PROVIDED				
Trailer (10'x 55')	50			50 stalls

ZONING ORDINANCE FOR CITY
Proposed Zoning - Renaissance SP- (Business Center)

MAXIMUM FLOOR AREA RATIO
0-5 acres: Max. FAR 0.45
5-10 acres: Max. FAR 0.50
>10 acres: Max. FAR 0.55

FRONT AND SIDE STREET SETBACKS
Bldgs<100,000 sq.ft. - 20ft avg. 15ft min.
Bldgs>100,000 sq.ft. - 30 ft avg. 25 ft min.

INTERIOR SIDE SETBACKS
If adjacent to business uses - 0ft or separated by 20ft plus 10ft for each additional floor

REAR SETBACKS
If adjacent to business uses/streets - 25ft avg.20 ft. min.

MAXIMUM HEIGHT
75 ft.

LANDSCAPE REQUIREMENT				
Percentage - 10%				
LANDSCAPE PROVIDED				
Percentage -	20.3%	19.8%	17.6%	19.8%
In s.f.	97,204	36,468	21,875	155,547

VICINITY MAP

HPA architecture

hpa, inc.
18831 bardeen avenue, - ste. #100
irvine, ca
92612
tel: 949•863•1770
fax: 949•863•0851
email: hpa@hparchs.com

Owner:

PROFICIENCY CAPITAL LLC
5020 Campus Drive
Newport Beach, CA 92660

tel: (949) 296-7006
fax: (949) 842-3074

Project:

Palmetto & Renaissance Parkway

City of Rialto
CA

Consultants:

CIVIL	Thienes Eng.
STRUCTURAL	-
MECHANICAL	-
PLUMBING	-
ELECTRICAL	-
LANDSCAPE	Hunter Landscape
FIRE PROTECTION	-
SOILS ENGINEER	-

Title: OVERALL SITE PLAN

Project Number: 15460
Drawn by: JW
Date:
Revision:

FIRST SUBMITTAL	4/25/2016
SECOND SUBMITTAL	8/18/2016

Sheet:

A1.1

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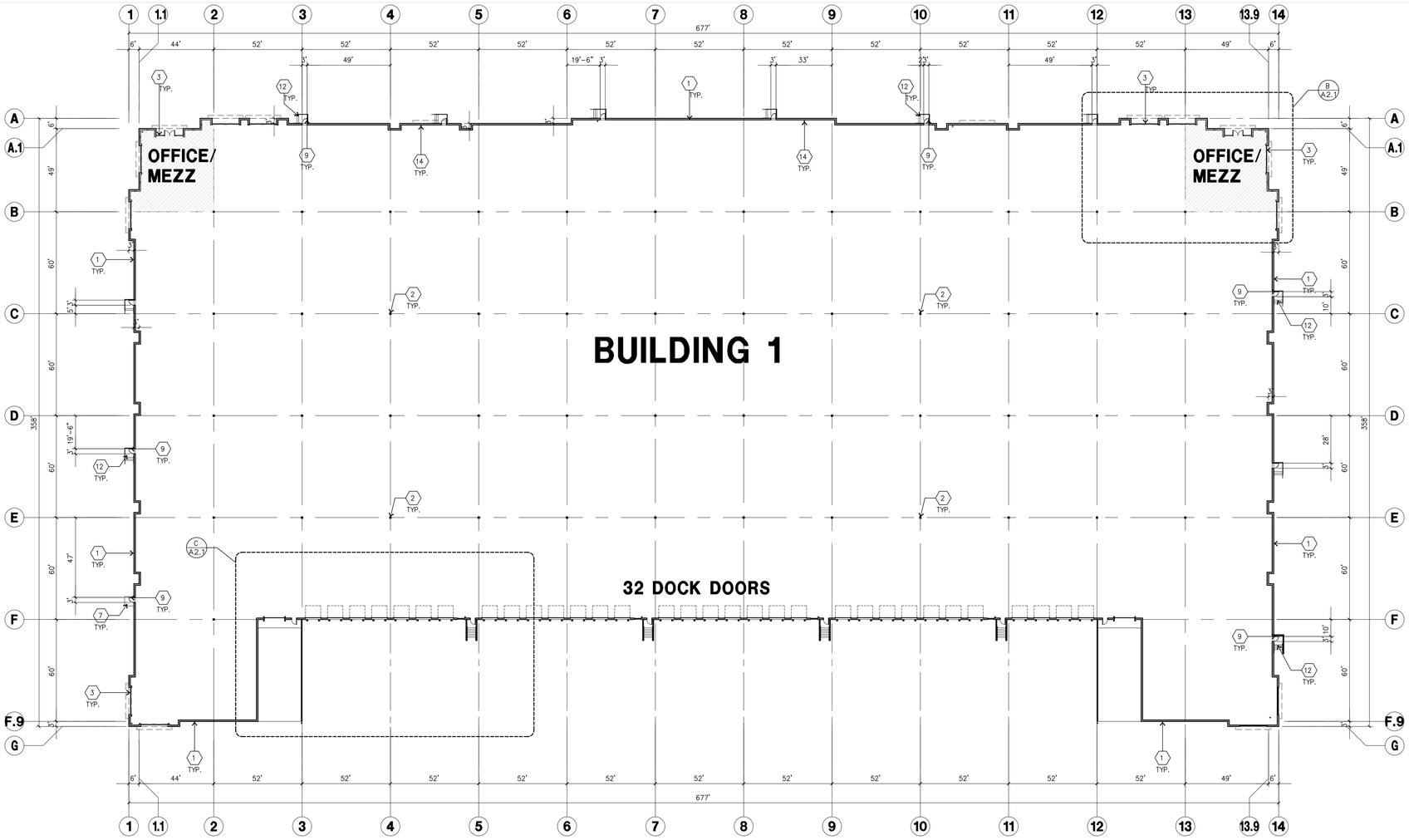
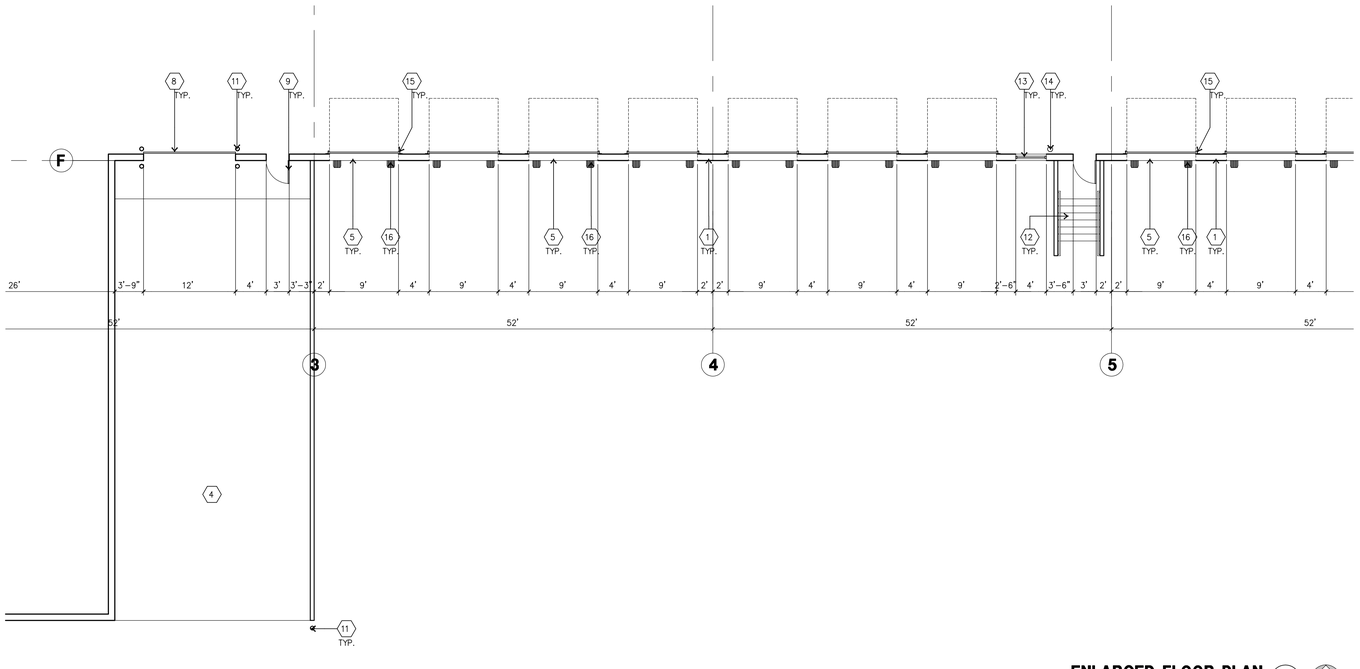
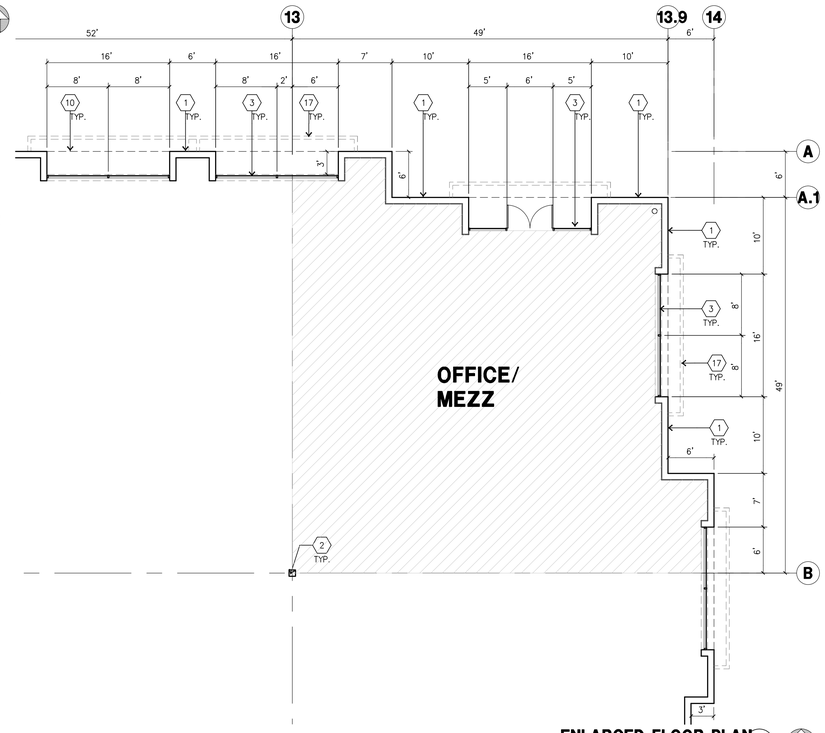


OVERALL FLOOR PLAN (A)
scale: 1"=30'-0"



ENLARGED FLOOR PLAN (C)
scale: 1/8"=1'-0"



ENLARGED FLOOR PLAN (B)
scale: 1/8"=1'-0"

KEYNOTES-FLOOR PLAN

1. CONCRETE TILT-UP PANEL.
2. STRUCTURAL STEEL COLUMN.
3. TYPICAL STOREFRONT SYSTEM WITH GLAZING. SEE OFFICE BLOW-UP AND ELEVATIONS FOR SIZE, COLOR AND LOCATIONS.
4. CONCRETE RAMP.
5. 9'X10' TRUCK DOOR. SECTIONAL O.H., STANDARD GRADE. ALL DOCKS DOOR WITH CONDUITS AND JUNCTION BOX FIR FUTURE.
6. NOT USED.
7. 5'-6"X5'-6"X4" THICK CONCRETE EXTERIOR LANDING PAD TYPICAL AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREA. FINISH TO BE MEDIUM BROOM FINISH. PROVIDE WALK TO HARD SURFACE PER CITY REQUIREMENTS.
8. 12'X14' GRADE LEVEL DOOR, SECTIONAL O.H., STANDARD GRADE.
9. 3'X7' HOLLOW METAL EXTERIOR MAN DOOR.
10. SOFFIT LINE ABOVE
11. CONCRETE FILLED GUARD POST. 6" DIA. U.N.O. 42"H.
12. CONCRETE STAIRS AND LANDING.
13. 4'X8' METAL LOUVER
14. INTERIOR ROOF DRAIN WITH OVERFLOW SCUPPER.
15. Z-GUARD DOCK DOOR PROTECTION
16. DOCK DOOR BUMPER
17. TUBE STEEL CANOPY

GENERAL NOTES-FLOOR PLAN

A. THIS BUILDING IS DESIGNED FOR HIGH PILE STORAGE WITH FIRE ACCESS MAN DOORS AT APRROXIMATELY 100' MAXIMUM O.C. A SEPERATE PERMIT WILL BE REQUIRED FOR ANY RACKING/CONVEYER SYSTEMS.

B. FIRE HOSE LOCATIONS SHALL BE APPROVED PER FIRE DEPARTMENT.

C. THE BUILDING FLOOR SLAB IS SLOPE AT 0.5%

D. PROVIDE 6" DIA. COCNRETE BOLLARD AT ALL FIRE RISER AND UNPROTECTED INTERIOR ROOF DRAIN.

E. NOT USED

F. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL WALL, GRIDLINE, OR FACE OF STUD U.N.O.

G. SEE CIVIL DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS.

H. FOR DOOR TYPES AND SIZES, SEE DETAIL SHEET A5.1. NOTE: ALL DOORS PER DOOR SCHEDULE ARE FINISH OPENINGS.

I. CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAN. ALL EQUIPMENT TO BE DIAPERED INCLUDING CARS AND TRUCKS.

J. ALL MAN DOORS IN WAREHOUSE TO HAVE ILLUMINATED EXIT SIGN. EXITS MARKED WITH AN ● SHALL ALSO BE PROVIDED WITH A SIGN ON THE INTERIOR SIDE OF THE DOOR STATING " NOT A WHEELCHAIR ACCESSIBLE EXIT." REMOVE ALL ACCESS HARDWARE ON EXTERIOR SIDE OF THE DOOR.

K. HIGHLY FLAMMABLE AND COMBUSTIBLE MATERIAL SHALL NOT BE USED OR STORED IN THIS BUILDING.

HPA architecture

hpa, inc.
18831 bardeen avenue, - ste. #100
irvine, ca
92612
tel: 949•863•1770
fax: 949•863•0851
email: hpa@hparchs.com

Owner:

PROFICIENCY CAPITAL LLC

5020 Campus Drive
Newport Beach, CA 92660

tel: (949) 296-7006
fax: (949) 842-3074

Project:

Palmetto & Renaissance Parkway

BUILDING 1

City of Rialto
CA

Consultants:

CIVIL	Thienes Eng.
STRUCTURAL	-
MECHANICAL	-
PLUMBING	-
ELECTRICAL	-
LANDSCAPE	Hunter Landscape
FIRE PROTECTION	-
SOILS ENGINEER	-

Title: FLOOR PLAN

Project Number: 15460
Drawn by: JW
Date:
Revision:
FIRST SUBMITTAL 4/25/2016
SECOND SUBMITTAL 8/18/2016

Sheet:

A2.1

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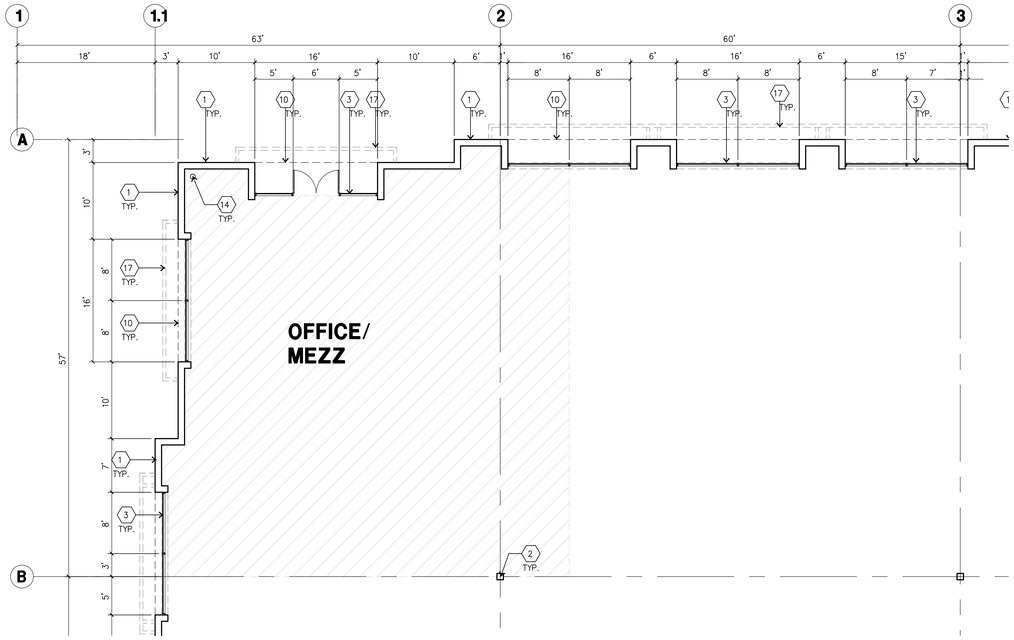
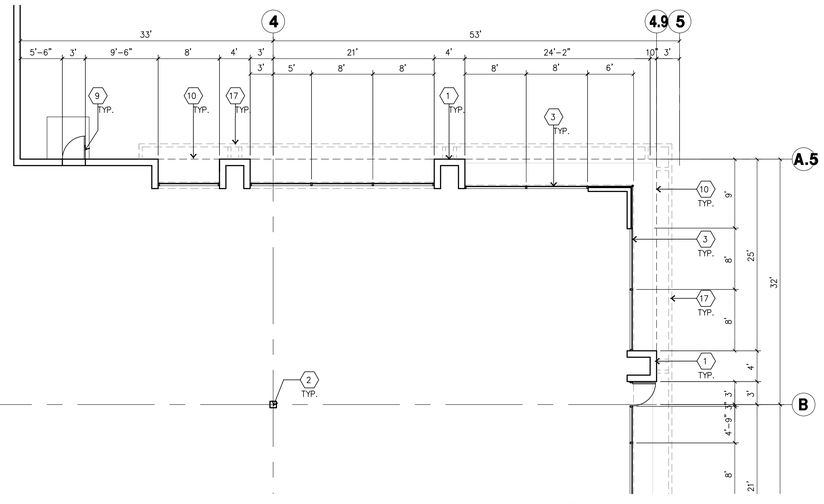
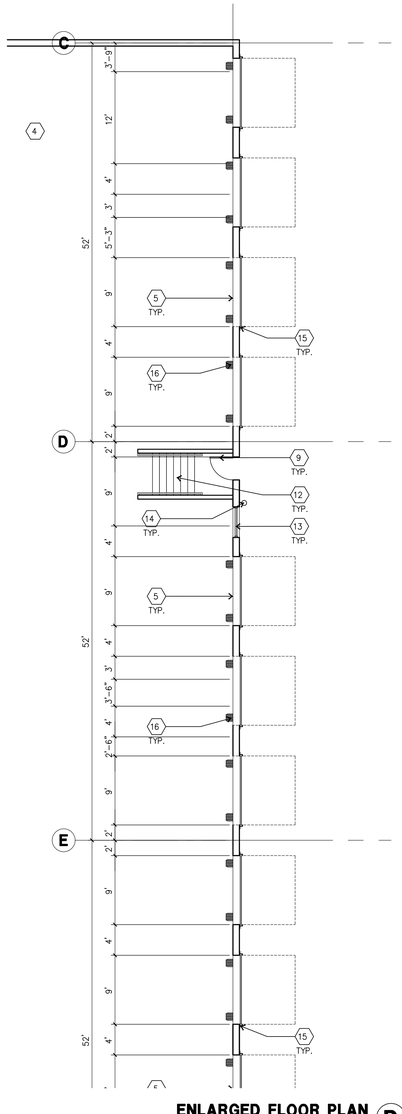


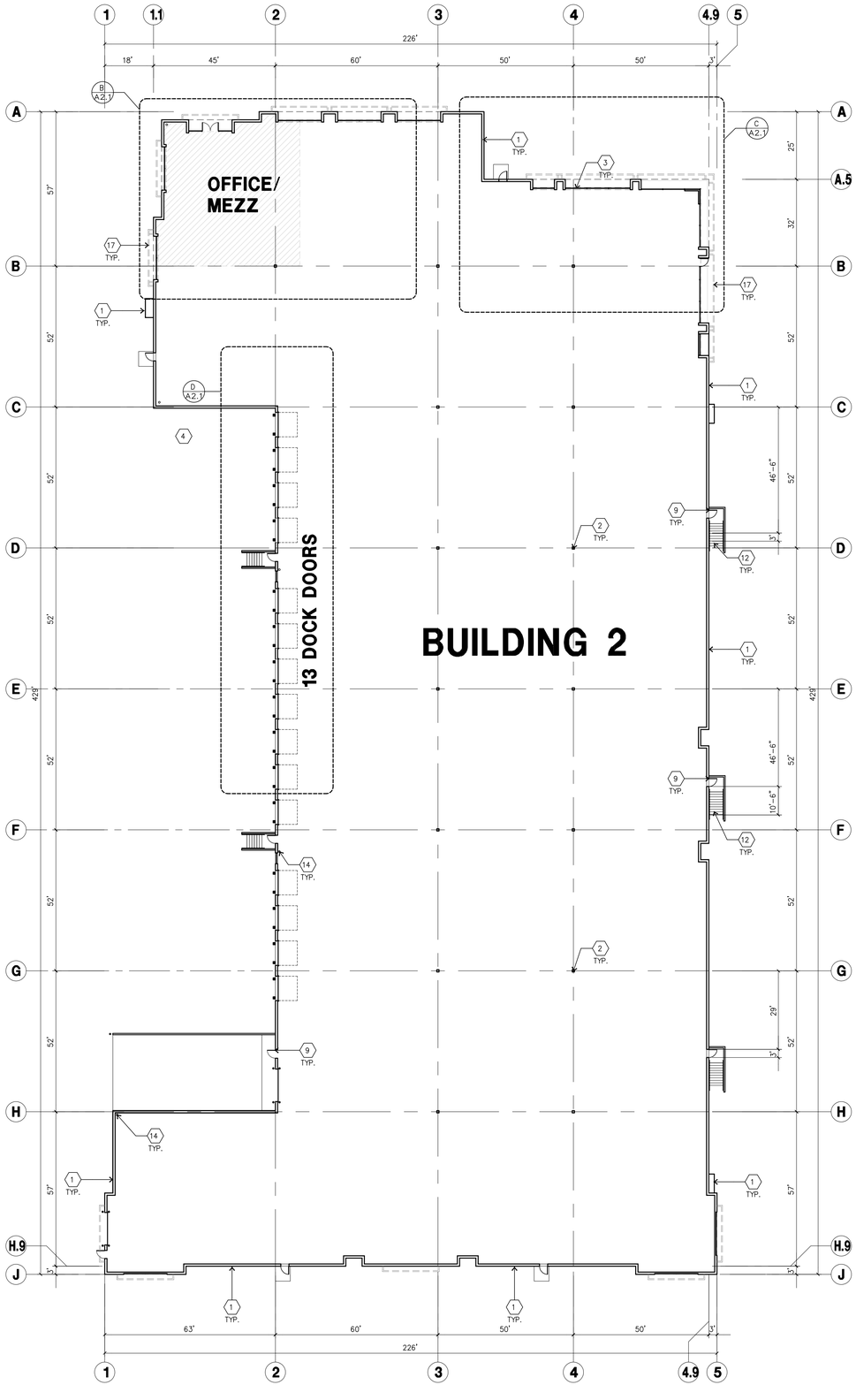
ENLARGED FLOOR PLAN B
scale: 1/8"=1'-0"



ENLARGED FLOOR PLAN C
scale: 1/8"=1'-0"



ENLARGED FLOOR PLAN D
scale: 1/8"=1'-0"



OVERALL FLOOR PLAN A
scale: 1"=20'-0"

KEYNOTES-FLOOR PLAN

1. CONCRETE TILT-UP PANEL.
2. STRUCTURAL STEEL COLUMN.
3. TYPICAL STOREFRONT SYSTEM WITH GLAZING, SEE OFFICE BLOW-UP AND ELEVATIONS FOR SIZE, COLOR AND LOCATIONS.
4. CONCRETE RAMP.
5. 9'X10' TRUCK DOOR, SECTIONAL O.H., STANDARD GRADE. ALL DOCKS DOOR WITH CONDUITS AND JUNCTION BOX FIR FUTURE.
6. NOT USED.
7. 5'-6"X5'-6"X4" THICK CONCRETE EXTERIOR LANDING PAD TYPICAL AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREA. FINISH TO BE MEDIUM BROOM FINISH. PROVIDE WALK TO HARD SURFACE PER CITY REQUIREMENTS.
8. 12'X14' GRADE LEVEL DOOR, SECTIONAL O.H., STANDARD GRADE.
9. 3'X7' HOLLOW METAL EXTERIOR MAN DOOR.
10. SOFFIT LINE ABOVE
11. CONCRETE FILLED GUARD POST. 6" DIA. U.N.O. 42"H.
12. CONCRETE STAIRS AND LANDING.
13. 4'X8' METAL LOUVER
14. INTERIOR ROOF DRAIN WITH OVERFLOW SCUPPER.
15. Z-GUARD DOCK DOOR PROTECTION
16. DOCK DOOR BUMPER
17. TUBE STEEL CANOPY

GENERAL NOTES-FLOOR PLAN

A. THIS BUILDING IS DESIGNED FOR HIGH PILE STORAGE WITH FIRE ACCESS MAN DOORS AT APRROXIMATELY 100' MAXIMUM O.C. A SEPERATE PERMIT WILL BE REQUIRED FOR ANY RACKING/CONVEYER SYSTEMS.

B. FIRE HOSE LOCATIONS SHALL BE APPROVED PER FIRE DEPARTMENT.

C. THE BUILDING FLOOR SLAB IS SLOPE AT 0.5%

D. PROVIDE 6" DIA. COCNRETE BOLLARD AT ALL FIRE RISER AND UNPROTECTED INTERIOR ROOF DRAIN.

E. NOT USED

F. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL WALL, GRIDLINE, OR FACE OF STUD U.N.O.

G. SEE CIVIL DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS.

H. FOR DOOR TYPES AND SIZES, SEE DETAIL SHEET A5.1. NOTE: ALL DOORS PER DOOR SCHEDULE ARE FINISH OPENINGS.

I. CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAN. ALL EQUIPMENT TO BE DIAPERED INCLUDING CARS AND TRUCKS.

J. ALL MAN DOORS IN WAREHOUSE TO HAVE ILLUMINATED EXIT SIGN. EXITS MARKED WITH AN ● SHALL ALSO BE PROVIDED WITH A SIGN ON THE INTERIOR SIDE OF THE DOOR STATING " NOT A WHEELCHAIR ACCESSIBLE EXIT." REMOVE ALL ACCESS HARDWARE ON EXTERIOR SIDE OF THE DOOR.

K. HIGHLY FLAMMABLE AND COMBUSTIBLE MATERIAL SHALL NOT BE USED OR STORED IN THIS BUILDING.

HPA architecture

hpa, inc.
18831 bardeen avenue, - ste. #100
irvine, ca
92612
tel: 949•863•1770
fax: 949•863•0851
email: hpa@hparchs.com

Owner:

PROFICIENCY CAPITAL LLC

5020 Campus Drive
Newport Beach, CA 92660

tel: (949) 296-7006
fax: (949) 842-3074

Project:

Palmetto & Renaissance Parkway

BUILDING 2

City of Rialto
CA

Consultants:

CIVIL	Thienes Eng.
STRUCTURAL	-
MECHANICAL	-
PLUMBING	-
ELECTRICAL	-
LANDSCAPE	Hunter Landscape
FIRE PROTECTION	-
SOILS ENGINEER	-

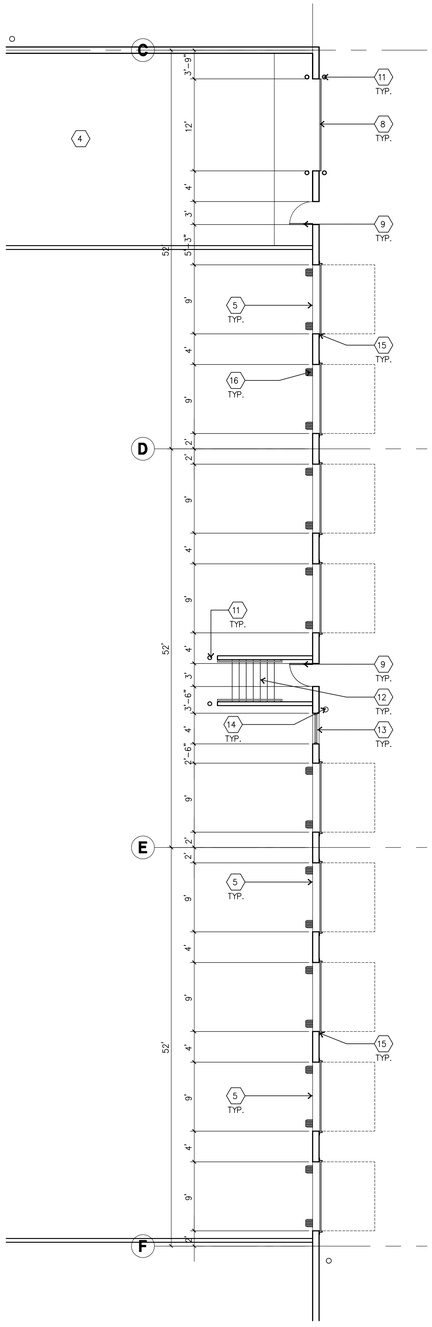
Title: FLOOR PLAN

Project Number: 15460
Drawn by: JW
Date:
Revision:
FIRST SUBMITTAL 4/25/2016
SECOND SUBMITTAL 8/18/2016

Sheet:

A2.1

CAUTION: IF THIS SHEET IS NOT 30"X42" IT IS A REDUCED PRINT



ENLARGED FLOOR PLAN C
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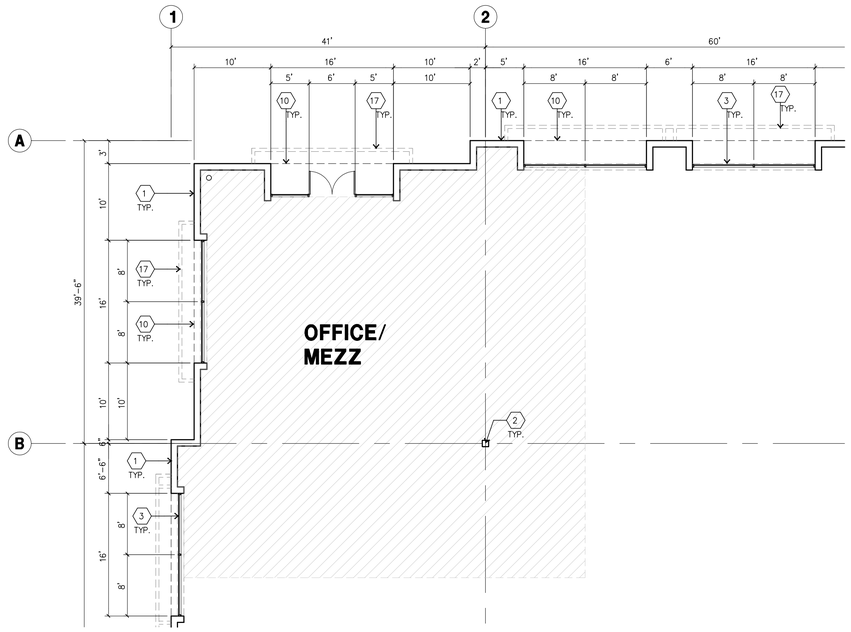

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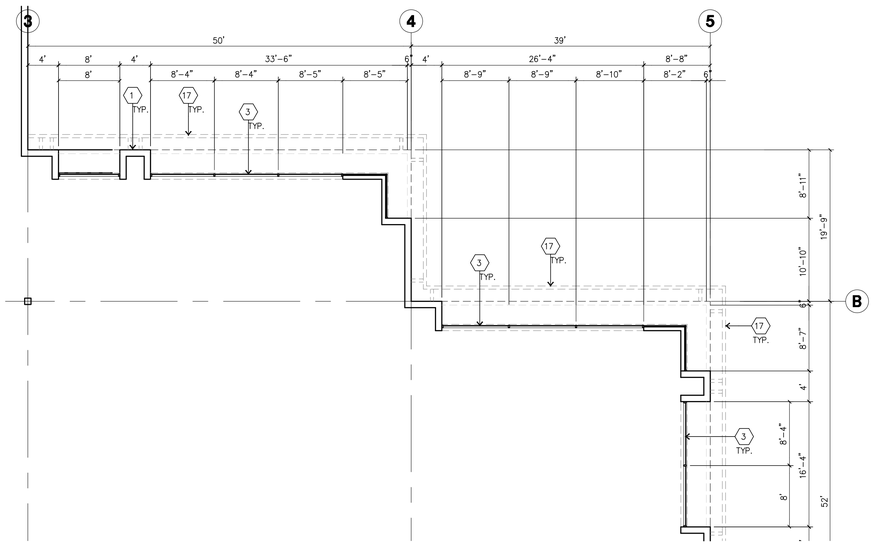
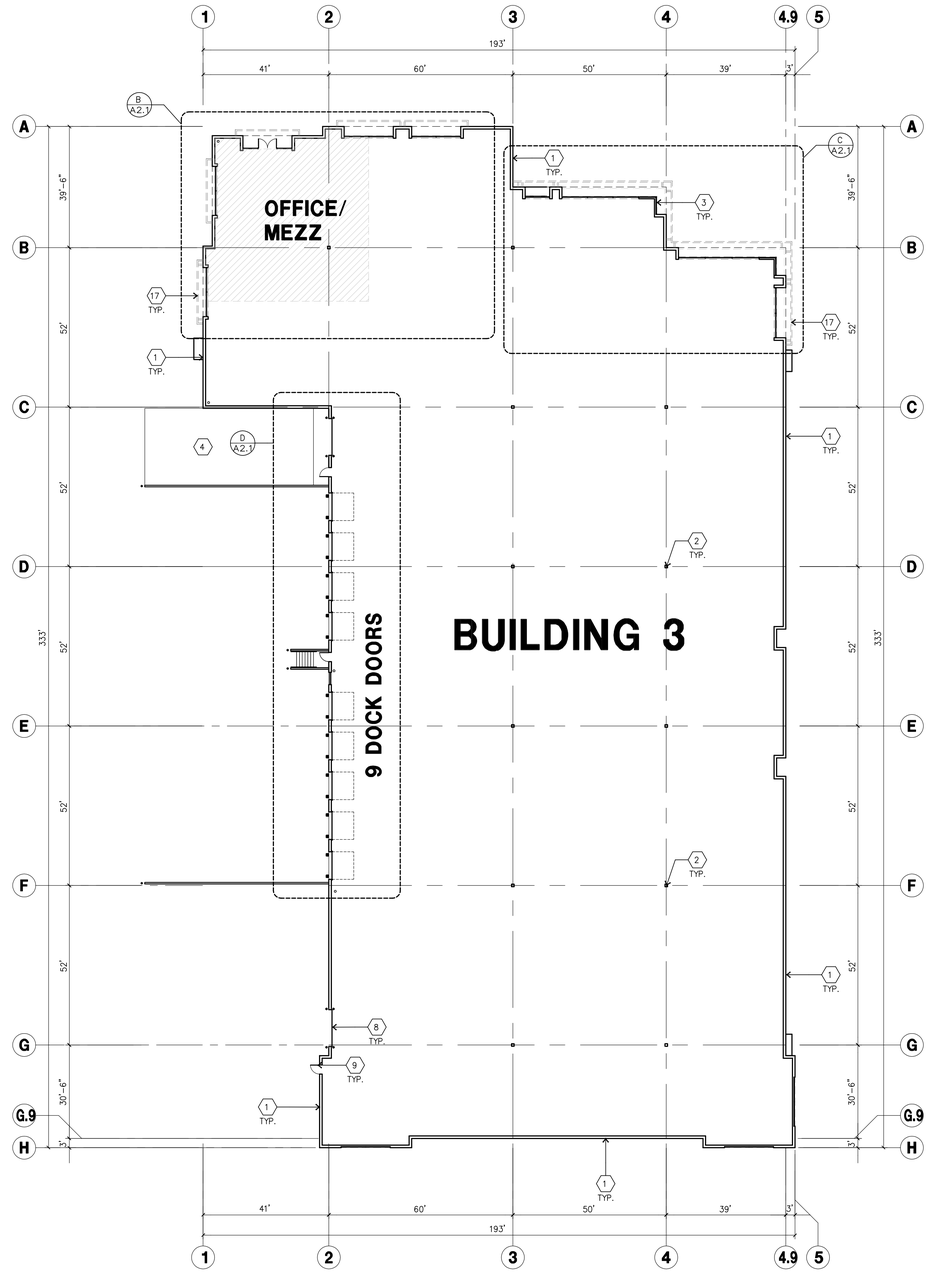


ENLARGED FLOOR PLAN C
scale: 1/8"=1'-0"



OVERALL FLOOR PLAN A
scale: 1"=20'-0"

KEYNOTES-FLOOR PLAN

1. CONCRETE TILT-UP PANEL.
2. STRUCTURAL STEEL COLUMN.
3. TYPICAL STOREFRONT SYSTEM WITH GLAZING. SEE OFFICE BLOW-UP AND ELEVATIONS FOR SIZE, COLOR AND LOCATIONS.
4. CONCRETE RAMP.
5. 9'X10' TRUCK DOOR. SECTIONAL O.H., STANDARD GRADE. ALL DOCKS DOOR WITH CONDUITS AND JUNCTION BOX FIR FUTURE.
6. NOT USED.
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Project:

Palmetto & Renaissance Parkway

BUILDING 3

City of Rialto
CA

Consultants:

CIVIL	Thienes Eng.
STRUCTURAL	-
MECHANICAL	-
PLUMBING	-
ELECTRICAL	-
LANDSCAPE	Hunter Landscape
FIRE PROTECTION	-
SOILS ENGINEER	-

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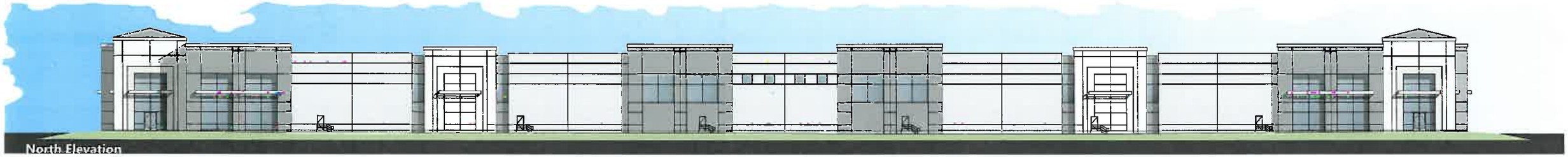
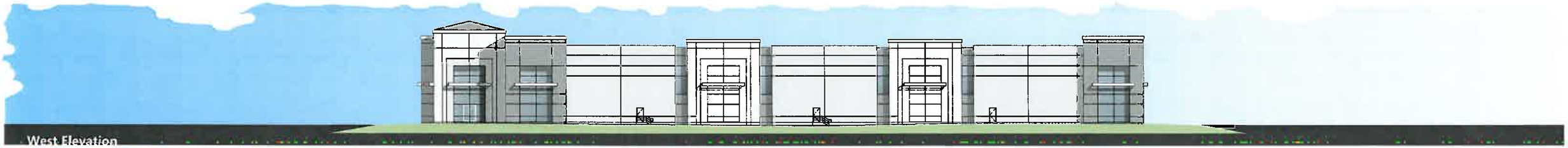
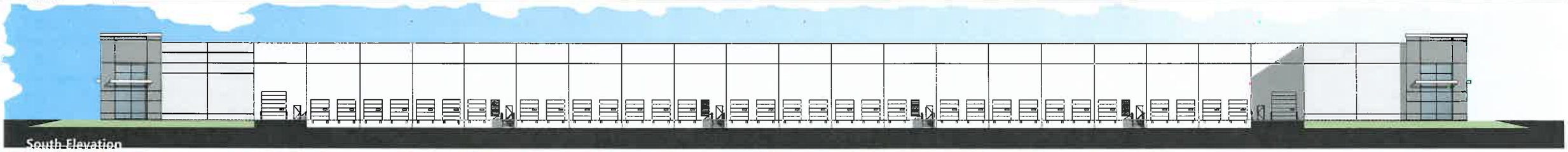
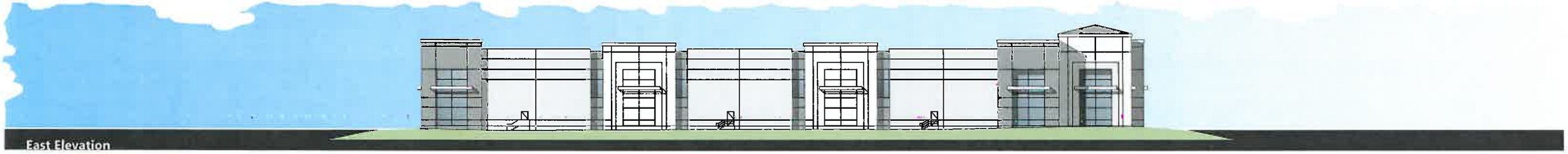








HPA

PALMETTO AVE., & RENAISSANCE PKWY.

RIALTO, CA.

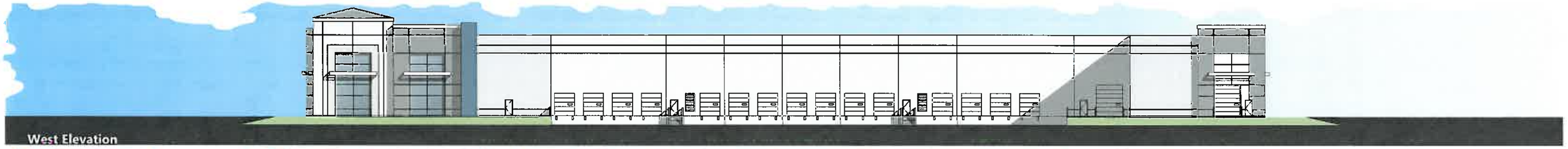
PROFICIENCY CAPITAL LLC

Job No 15460.00

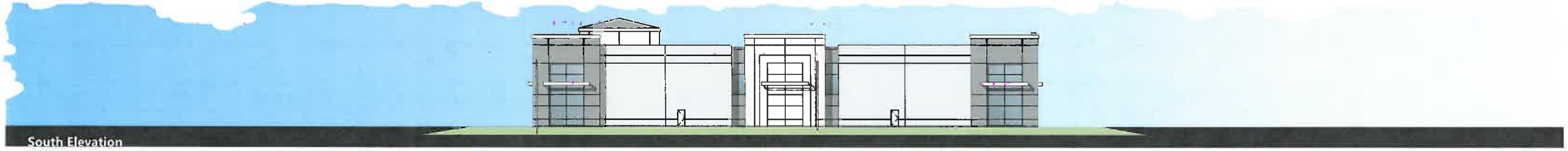
BUILDING 1 ELEVATIONS

08. 16. 2016

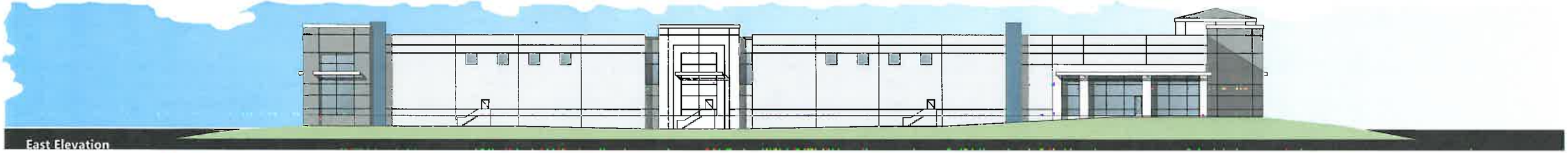
North Elevation



West Elevation



South Elevation



East Elevation

Enlarged North Elevation

HPA ARCHITECTURE

PALMETTO AVE., & RENAISSANCE PKWY.

RIALTO, CA.

PROFICIENCY CAPITAL LLC

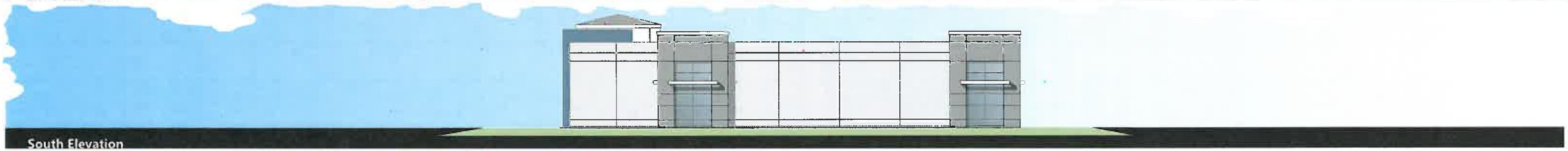
Job No 15460.00

BUILDING 2 ELEVATIONS

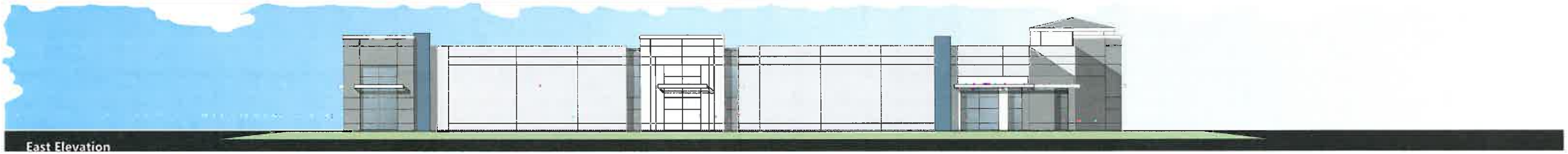
08. 16. 2016

North Elevation

West Elevation



South Elevation



East Elevation

Enlarged North Elevation

HPA

PALMETTO AVE., & RENAISSANCE PKWY.

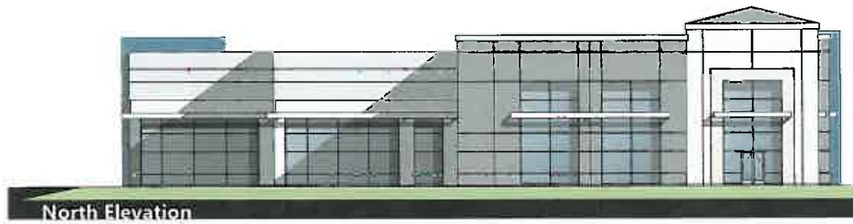
RIALTO, CA.

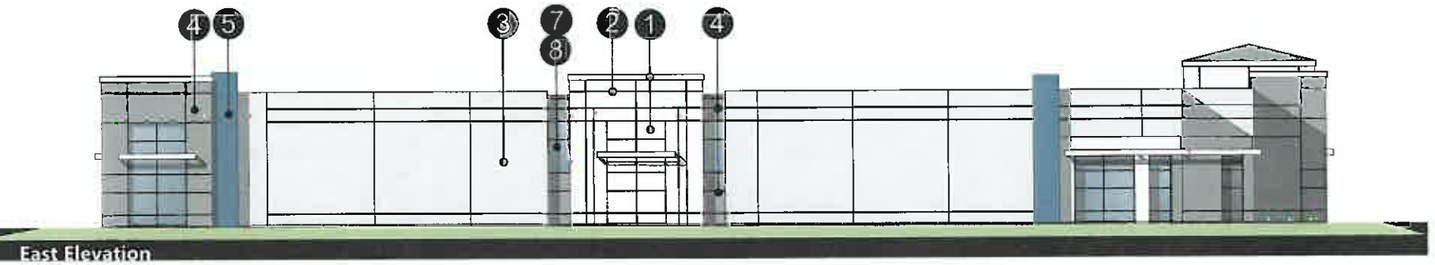
PROFICIENCY CAPITAL LLC

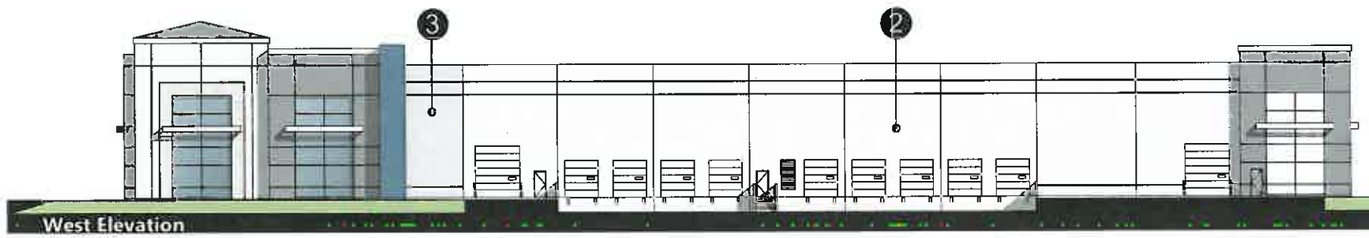
Job No 15460.00

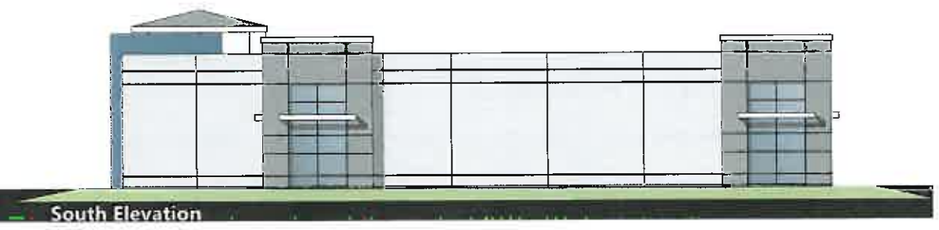
BUILDING 3 ELEVATIONS

08. 16. 2016









1 Sherwin Williams SW 7004 Snowbound

2 Sherwin Williams SW 7664 Passive

3 Sherwin Williams SW 7065 Argos

4 Sherwin Williams SW 9163 Tin Lizzie

5 Sherwin Williams SW 6796 Blue Plate

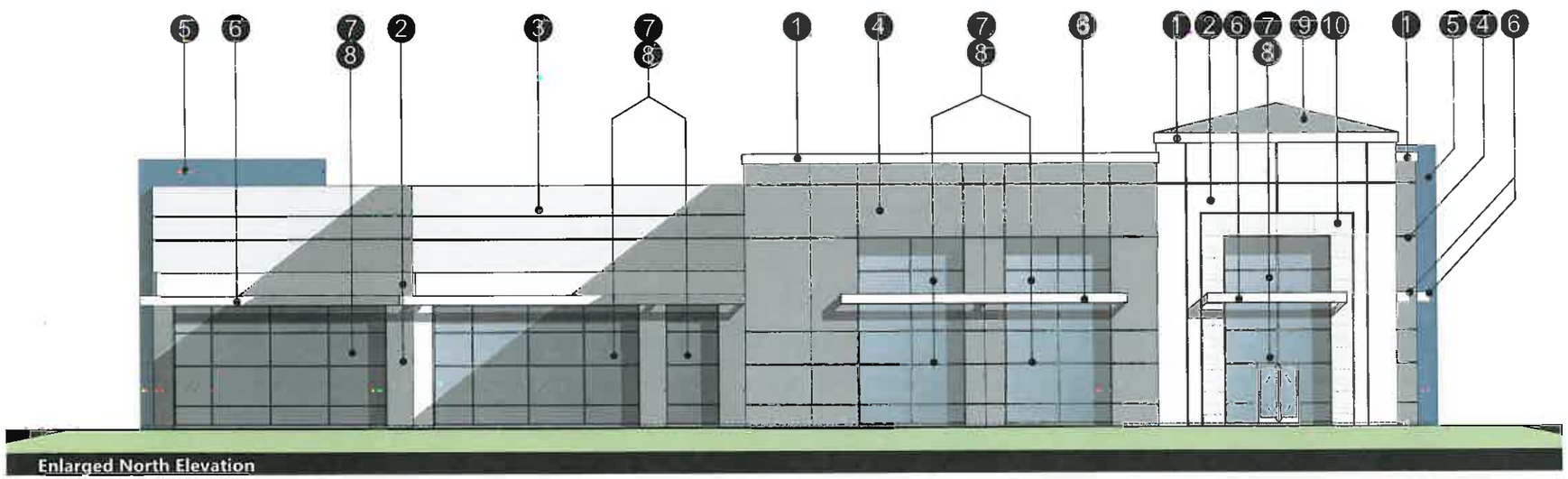
6 Sherwin Williams Metallic SW301 Monorail Silver (Clearcoat) @ Metal Tube Steel CANOPY

7 Clear Anodized MULLIONS

8 Blue Reflective GLAZING

9 Belair Sierra Madre Flat Cement Roof Tile in Charcoal

10 Coronado Stone Smooth Limestone in Harvard Grey - Stone Veneer



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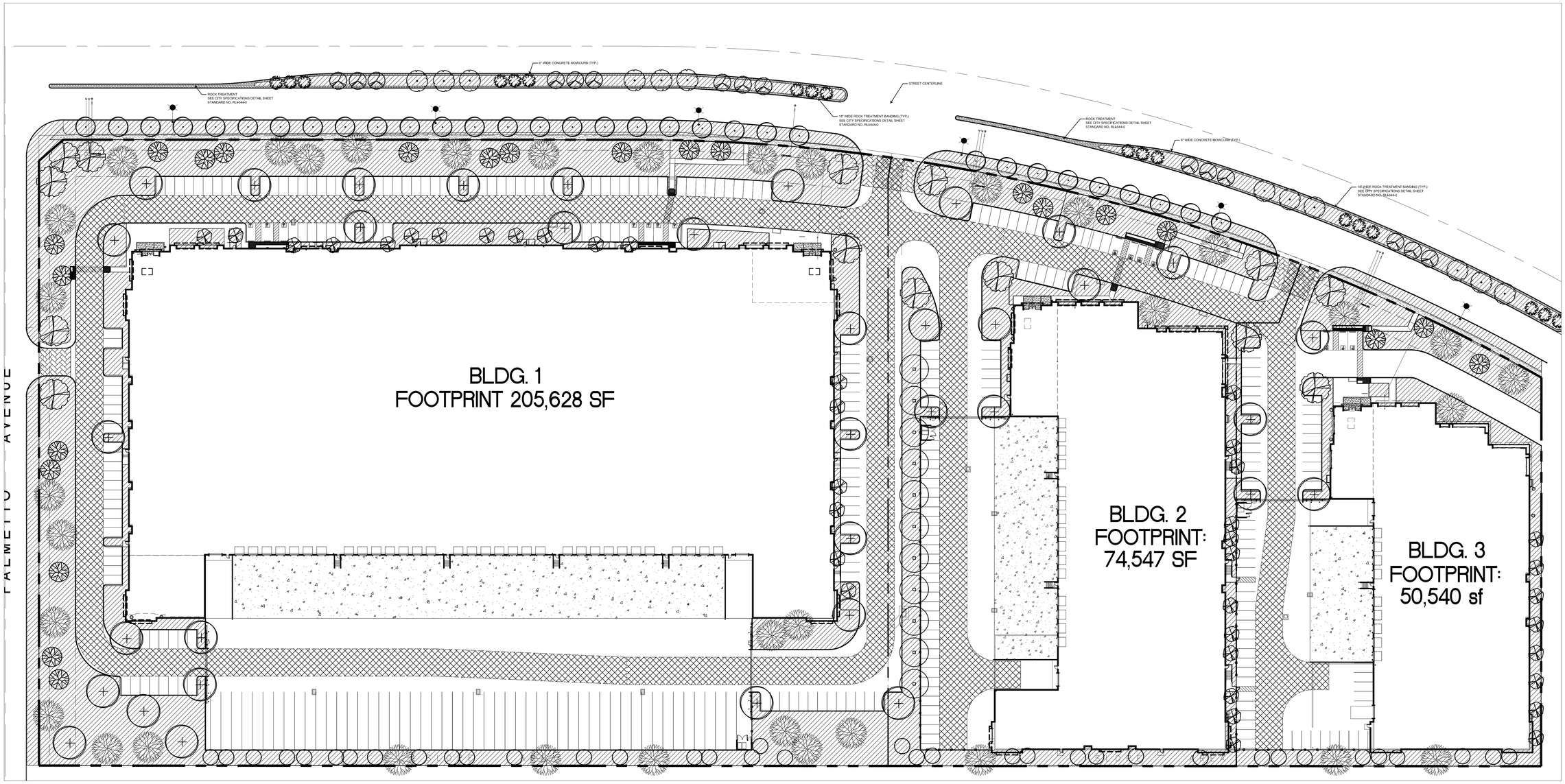
PALMETTO AVE., & RENAISSANCE PKWY.

RIALTO, CA.

PROFICIENCY CAPITAL LLC

Job No 15460.00 | BUILDING 3 ELEVATIONS & MATERIAL BOARD (TYPICAL) | 08. 16. 2016



PLANTING LEGEND

TREES

SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	W/UCOLS	REMARKS
	Chitalpa tashkentensis Chitalpa	24" Box	36	L	
	Cupressus sempervirens Italian Cypress	24" Box	10	M	Standard
	Koelreuteria bipinnata Chinese Flame Tree	24" Box	14	M	Multi
	Lagerstroemia x 'Muskogee' Muskogee Crape Myrtle	24" Box	15	M	Standard
	Magnolia x 'St. Mary' St. Mary Magnolia	24" Box	12	M	Standard
	Pinus eldarica Afghan Pine	24" Box	37	M	Standard
	Platanus racemosa California Sycamore	24" Box	36	M	Low Branch
	Quercus agrifolia Coast Live Oak	24" Box	23	L	Low Branch
	Rhus lancea African Sumac	24" Box	11	L	Standard
	Tristania conferta Brisbane Box	15 Gal	38	M	
	Street Tree	24" Box	32		
	Washingtonia robusta Mexican Fan Palm	12' Brn Trunk	18	M	Skinned

SHRUBS

SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	W/UCOLS	REMARKS
	Dietes bicolor Fortnight Lily	5 Gal	286	L	
	Berberis julianae Silkberry	5 Gal	728	L	
	Dianella ovata Grevillea	5 Gal	345	L	
	Hesperoyucca whipplei Yucca	5 Gal	101	L	
	Leucophyllum frutescens Texas Privet	5 Gal	296	L	
	Pennisetum orientale Oriental Fountain Grass	5 Gal	584	L	
	Rhamnus crocea Redberry	5 Gal	397	L	
	Rosa bankiae 'White' White Lady Banks Rose	5 Gal	132	L	
	Salvia greggii Autumn Sage	5 Gal	879	L	
	Salvia leucantha Mexican Sage	5 Gal	653	L	
	Westringia fruticosa Coast Rosemary	5 Gal	828	L	

ACCENTS

SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	W/UCOLS	REMARKS
	Agave attenuata Agave	5 Gal	17	L	
	Dasylirion wheeleri Desert Spoon	5 Gal	11	L	
	Hesperaloe parviflora Red Yucca	5 Gal	24	L	

GROUNDCOVER

SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING	W/UCOLS	REMARKS
	Acacia redolens 'Low Boy' Acacia	1 Gal	8' O.C.	L	
	Lonicera j. 'Halliana' Hall's Honeysuckle	1 Gal	48" O.C.		
	Myoporum parvifolium Myoporum	1 Gal	30" O.C.		
	Pennisetum orientale Oriental Fouten Grass	1 Gal	3' O.C.		
	Rosa 'Flower Carpet' Red Red Flower Carpet Rose	1 Gal	30" O.C.	L	
	Senecio mandraliscae Senecio	4" Pots	12" O.C.	L	

Rock treatment per City of Rialto detail No. RL544-0.
Rock treatment banding to be 18" wide (Typ.)

NOTES:

1. ALL TREES WITHIN 5' OF HARDSCAPE SHALL BE IN A SHANTOWN OR EQUAL ROOTBARRIER.
2. CONTRACTOR TO INSTALL CONCRETE MOW CURB BETWEEN PLANTERS AND TURF AREAS. SEE PLANTING DETAIL SHEET.
3. ALL PLANTER AREAS TO RECEIVE A 2" LAYER OF MEDIUM WALK ON BARK (3/4"-1/2").
4. SUBSTITUTIONS INCLUDING VARIETIES, WILL NOT BE MADE WITHOUT WRITTEN APPROVAL FROM THE CITY OF RIALTO.

THE ROOTBALL OF ANY PLANT SHALL NOT BE PLANTED AN CLOSER THAN 2' FROM ANY HARDSCAPE, BUILDING OR WALL.

N

0 20' 40' 80'

Renaissance Buildings 1, 2 and 3

16-031
08.16.16

Proficiency Capital

Rialto, California

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

Addendum to the
Renaissance Specific Plan Final Environmental Impact Report
State Clearinghouse No. 2006071021

Proficiency Renaissance

SPECIFIC PLAN AMENDMENT NO. 5

TENTATIVE PARCEL MAP NO. 19754

PRECISE PLAN OF DESIGN NO. 2453

ENVIRONMENTAL ASSESSMENT REVIEW NO. 16-27

Lead Agency:

City of Rialto
Development Services Department
Planning Division
150 South Palm Avenue
Rialto, CA 92376
Contact: Daniel Casey, Associate Planner
(909) 820-2525

CEQA Consultant:

T&B Planning, Inc.
17542 East 17th Street, Suite 100
Tustin, CA 92780
(714) 505-6360

October 20, 2016

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Appendix D1:	Geotechnical Investigation
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Appendix E1:	Greenhouse Gas Analysis
Appendix F1:	Phase I Environmental Site Assessment
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Appendix H1:	Noise Impact Analysis
Appendix I1:	Traffic Impact Analysis
Appendix I2:	Traffic Analysis Supplemental Assessment

LIST OF ACRONYMS AND ABBREVIATIONS

Acronym	Definition
AAQS	Ambient Air Quality Standards
AB 32	California Assembly Bill 32, Global Warming Solutions Act of 2006
AB 1493	California Assembly Bill 1493 (Pavley)
ADT	Average Daily Traffic
AMSL	Above Mean Sea Level
APE	Area of Potential Effect
APN	Assessor Parcel Number
AQMP	Air Quality Management Plan
BMPs	Best Management Practices
BUOW	Burrowing Owl
CAAQS	California Ambient Air Quality Standards
CAGN	Coastal California Gnatcatcher
CalEEMod	California Emissions Estimator Model
CALGreen	California Green Building Standards Code
CAPCOA	California Air Pollution Control Officers Association
CBC	California Building Code
CCR	California Code of Regulations
CDC	California Department of Conservation
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CFC	Chlorofluorocarbons
cfs	cubic feet per second
CH_4	Methane
CMP	Congestion Management Program
CNEL	Community Noise Equivalent Level
CO	Carbon Monoxide
CO_2	Carbon Dioxide
CO_2e	Carbon Dioxide Equivalent
c.y.	cubic yards
CSU	California State University
CWA	Clean Water Act
dBA	A-weighted Decibels
DPM	Diesel Particulate Matter
EA	Environmental Assessment
EIR	Environmental Impact Report

LIST OF ACRONYMS AND ABBREVIATIONS

Acronym	Definition
ESA	Environmental Site Assessment
ESCP	Erosion and Sediment Control Plan
FAR	Floor Area Ratio
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FMMP	Farmland Mapping and Monitoring Program
Ft.	Feet
FTA	Federal Transit Administration
FWC	Fontana Water Company
GCC	Global Climate Change
GHG	Greenhouse Gas (es)
gpd	Gallons per Day
GWP	Global Warming Potential
HCM	Highway Capacity Manual
HCP	Habitat Conservation Plan
HFC	Hydrofluorocarbons
HMBEP	Hazardous Materials Business Emergency Plan
Kwh/yr	kilowatt hours per year
kBTU/yr	kilo-British Thermal Energy Units
ITE	Institute of Transportation Engineers
LACM	Natural History Museum of Los Angeles
LCA	Life Cycle Analysis
Leq	Equivalent continuous (average) sound level
LOS	Level of Service
LST	Localized Significance Threshold
MBTA	Migratory Bird Treaty Act
MGD	Million Gallons per Day
MLD	Most Likely Descendant
MM	Mitigation Measure
MMRP	Mitigation Monitoring and Reporting Program
MRZ	Mineral Resource Zone
MMTCO2e	Million Metric Ton of Carbon Dioxide Equivalent

LIST OF ACRONYMS AND ABBREVIATIONS

Acronym	Definition
$MTCO_2e$	Million Tons of Carbon Dioxide Equivalents
NAHC	Native American Heritage Commission
N_2O	Nitrogen Dioxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NIOSH	National Institute of Occupational Safety and Health
No.	Number
N_20	Nitrogen Dioxide
NO_X	Oxides of Nitrogen
NPDES	National Pollution Discharge Elimination System
PCE	Passenger Car Equivalent
PFC	Perfluorocarbons
$PM_{2.5}$	Fine Particulate Matter (less than 2.5 micrometers in diameter)
PM_{10}	Particulate Matter (between 2.5 and 10 micrometers in diameter)
PPD	Precise Plan of Design
PPM	Parts Per Million
PPV	Peak Particle Velocity
RCNM	Roadway Construction Noise Model
REC	Recognized Environmental Condition
RIRO	Right In-Right Out
RMA	Rialto Municipal Airport
RSP	Renaissance Specific Plan
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SANBAG	San Bernardino Associated Governments
SARWQCB	Santa Ana Regional Water Quality Control Board
SBCFCD	San Bernardino County Flood Control District
SB 375	California Senate Bill 375, Sustainable Communities and Climate Protection Act of 2008
SB 1078	California Senate Bill 1078
SBKR	San Bernardino Kangaroo Rat
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCE	Sothern California Edison

LIST OF ACRONYMS AND ABBREVIATIONS

Acronym	Definition
SCH	State Clearinghouse
s.f.	Square Foot or Square Feet
SO_x	Oxides of Sulfur
SP	Specific Plan
SPA	Specific Plan Amendment
SR-210	State Route 210
SWPP	Storm Water Pollution Prevention Plan
TAC	Toxic Air Contaminant
TPM	Tentative Parcel Map
TSF	Thousand Square Feet
USACE	United States Army Corps of Engineers
U.S.C.	United States Code
USGS	United States Geological Survey
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
UWMP	Urban Water Management Plan
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound
WQMP	Water Quality Management Plan

1.0 INTRODUCTION

The City of Rialto (hereafter, "City") received an application from Proficiency Renaissance, LLC. (hereafter, "Project Applicant") for a Specific Plan Amendment, Tentative Parcel Map, and Precise Plan of Design, to allow for the future development of an approximately 18.06-acre property with three warehouse buildings providing up to a total of 340,715 s.f. of building area. Associated improvements to the Project site include driveways, vehicle drive aisles, auto and truck trailer parking, utility infrastructure, sidewalks, screen walls, fences, driveway gates, bike racks, fire lanes, landscaping, and other associated improvements.

The proposed Project is the subject of analysis in this document pursuant to the California Environmental Quality Act (CEQA). Pursuant to CEQA Guidelines § 15367, the City of Rialto is the Lead Agency with the principal responsibility for considering the proposed Project for approval.

This Introduction discusses: 1) the requirements of CEQA; 2) The Renaissance Specific Plan (RSP) Final Environmental Impact Report (EIR) certified by the City of Rialto (hereafter, "*RSP Final EIR*") in compliance with CEQA; 3) the primary purpose of an EIR Addendum; 4) the standards for adequacy of an EIR Addendum pursuant to State CEQA Guidelines; 5) the format and content of this EIR Addendum; 6) the City's processing requirements to consider the proposed Project for approval; 7) an explanation of the Environmental Checklist provided in Section 3.0 and Section 4.0 of this document; and 8) a summary of documents to be incorporated by reference and points of contact for the proposed Project.

1.1 CALIFORNIA ENVIRONMENTAL QUALITY ACT

CEQA, a statewide environmental law contained in Public Resources Code §§ 21000-21177, applies to most public agency decisions to carry out, authorize, or approve actions that have the potential to adversely affect the environment. The overarching goal of CEQA is to protect the physical environment. To achieve that goal, CEQA requires that public agencies inform themselves of the environmental consequences of their discretionary actions and consider alternatives and mitigation measures that could avoid or reduce significant adverse impacts when avoidance or reduction is feasible. It also gives other public agencies and the general public an opportunity to comment on the information. If significant adverse impacts cannot be avoided, reduced, or mitigated to below a level of significance, the public agency is required to prepare an EIR and balance the project's environmental concerns with other goals and benefits in a statement of overriding considerations.

1.2 RENAISSANCE SPECIFIC PLAN FINAL EIR

The Renaissance Specific Plan Final Environmental Impact Report (*RSP Final EIR*) (State Clearinghouse (SCH) No. 20060741021) was prepared by the City of Rialto (Lead Agency) in accordance with CEQA to evaluate the potential environmental impacts associated with implementation of the Renaissance Specific Plan. The EIR was prepared in accordance with CEQA (California Public Resources Code, Section 21000, et. seq) and the CEQA Guidelines (California Code of Regulations, Title, 14, Section 15000, et seq) (City of Rialto, 2010a, p. 1-1) The *RSP Final EIR* was certified by the Rialto City Council on November 9,

2010. The City Council found that the *RSP Final EIR* adequately addressed the potential environmental impacts associated with planned buildout of the RSP, inclusive of the Project site that is the subject of evaluation in this document. The location and setting of the Project site, previous approvals granted, and the proposed discretionary actions associated with the proposed Project evaluated in this EIR Addendum are further addressed in Section 2.0, *Project Description.*

The RSP is partially located on the former site of the Rialto Municipal Airport in the west central portion of the City of Rialto. The RSP is generally bordered on the north by Casmalia Street, on the south by Baseline Road, on the east by Ayala Drive, and on the west by Tamarind Avenue. State Route 210 (SR-210) traverses the northern portion of the RSP. The approved RSP is entitled for a total of approximately 16.2 million square feet (s.f.) of business and commercial uses (835,000 s.f. of which was existing and expected to remain), 1,667 residential units, one (1) school, one (1) community park, and multiple neighborhood parks. The RSP covers an area of approximately 1,445.3 gross acres. (City of Rialto, 2010a, p. 1-1)

The *RSP Final EIR* found the following effects to be significant and unavoidable:

- Air Quality: Construction and operational emissions;
- Air Quality: Inconsistency with Air Quality Management Plan;
- Air Quality: Cumulative air quality emissions;
- Noise: Cumulative and project level vehicular noise off site (permanent increase);
- Traffic: Freeway segments from project and cumulative traffic;
- Greenhouse Gas Emissions (Climate Change): Generation of GHG emissions; and
- Greenhouse Gas Emissions (Climate Change): Conflict with applicable plans.

The *RSP Final EIR* found the following effects to be less than significant with the incorporation of mitigation:

- Air Quality: Exposure of sensitive receptors to substantial pollutant concentrations (health risk);
- Biological Resources: Modification of Coastal California Gnatcatcher habitat;
- Biological Resources: Modification of San Bernardino Kangaroo Rat habitat;
- Biological Resources: Modification of Burrowing Owl habitat;
- Biological Resources: Construction during bird nesting season;
- Biological Resources: Riparian habitat;
- Cultural Resources: Damage to prehistoric archaeological resources;
- Cultural Resources: Damage to historic resources;
- Cultural Resources: Damage to paleontological resources;
- Geology and Soils: Exposure of persons or structures to seismic hazards;
- Geology and Soils: Erosion during construction;
- Hazards and Hazardous Materials: Removal and disposal of contaminated soils during construction;
- Hydrology and Water Quality: Storm water discharge requirements and water quality;
- Hydrology and Water Quality: Drainage facility capacity;

- Noise: Expose persons or generate noise levels in excess of established standards during construction and operations;
- Noise: Construction-related and operation-related groundborne vibration;
- Noise: Result in substantial permanent increase in ambient noise levels;
- Noise: Result in substantial temporary or periodic increase in ambient noise levels;
- Traffic: Conflict with the performance of the circulation system (cause an increase in traffic, which is substantial in relation to existing traffic load); and
- Traffic: Conflict with an applicable Congestion Management Plan (exceed, either individually or cumulatively, an established level of service).

Implementation of the mitigation measures identified in the *RSP Final EIR* were determined to reduce the potentially significant impacts identified above to below a level of significance. Because this document is an EIR Addendum, mitigation measures identified in the *RSP Final EIR* are hereby incorporated for the proposed Proficiency Renaissance project.

The *RSP Final EIR* determined that buildout of the RSP would have a less than significant impact or no impact on the following environmental issues or topical areas:

- Aesthetics
- Agriculture
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Utilities

1.3 CALIFORNIA ENVIRONMENTAL QUALITY ACT REQUIREMENTS

The CEQA Guidelines allow for the updating and use of a previously certified EIR for projects that have changed or are different from the previous project or conditions analyzed in the certified EIR. In cases where changes or additions occur with no new significant environmental impacts, an Addendum to a previously certified EIR may be prepared. See CEQA Guidelines § 15164.

The following describes the requirements of an Addendum, as defined by CEQA Guidelines § 15164:

a. The lead agency or responsible agency shall prepare an Addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in § 15162 calling for preparation of a Subsequent EIR have occurred.

b. An Addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in § 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.

c. An Addendum need not be circulated for public review but can be included in or attached to the Final EIR.

d. The decision-making body shall consider the Addendum with the Final EIR prior to making a decision on the project.

e. A brief explanation of the decision not to prepare a Subsequent EIR pursuant to § 15162 should be included in an Addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

As noted above, CEQA Guidelines § 15164(a) and (b) allow for the preparation of an Addendum if none of the conditions described in § 15162 are met. CEQA Guideline § 15162 describes the conditions under which a Subsequent EIR must be prepared, as follows:

a. Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of environmental effects or a substantial increase in the severity of previously identified significant effects;

b. Substantial changes occur with respect to the circumstances under which the project is undertaken, which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

c. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:

    1. The project will have one or more significant effects not discussed in the previous EIR;
    2. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
    3. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternatives; or
    4. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

If none of these circumstances are present, and only minor technical changes or additions are necessary to update the previously certified EIR, an Addendum may be prepared. *See* CEQA Guidelines § 15164. As described in detail herein, none of the above circumstances that warrant the preparation of a Subsequent EIR are present.

The City has determined that an Addendum to the *RSP Final EIR* should be prepared, rather than a Supplemental or Subsequent EIR, based on the following facts:

a. As demonstrated in the accompanying Environmental Checklist Form and its associated analyses (refer to Sections 3.0 and 4.0, respectively), the proposed Project would not require major revisions to the previously-certified *RSP Final EIR* because the Project would not result in any new significant impacts to the physical environment nor would it create substantial increases in the severity of the environmental impacts previously disclosed in the RSP Final EIR. In summary, the proposed Project consists of a Specific Plan Amendment, Tentative Parcel Map, and Precise Plan of Design for Planning Area 10 of the RSP, encompassing 18.06 site acres. The Project Applicant proposes to change the land use and zoning designation of Planning Area 10 from Freeway Commercial (FC) to Business Center (BC) to construct and operate three warehouse buildings. The change in designation from FC to BC would result in an overall decrease in impacts to the environment, as the development of the site with BC instead of FC uses would reduce impacts to the physical environment, including, but not limited to, air quality, greenhouse gas (GHG) emissions, noise, and transportation/traffic. The area of physical disturbance would be identical. As such, there would be no new environmental effects or a substantial increase in the severity of previously identified significant effects as a result of the proposed Project. Thus, the proposed Project would not require major revisions to the previously-certified *RSP Final EIR.*

b. Subsequent to the certification of the *RSP Final EIR*, no substantial changes in the circumstances under which the Project would be undertaken have occurred. The physical conditions of the Project site (RSP Planning Area 10) and the immediately surrounding area are substantially the same as they were at the time the *RSP Final EIR* was certified. To-date, the RSP area has been building out in the general manner as called for by the approved RSP. No substantial changes in circumstance are known to the City of Rialto that would require the preparation of a Supplemental or Subsequent EIR for the development Planning Area 10.

c. Subsequent to the certification of the *RSP Final EIR*, no new information of substantial importance has become available which was not known at the time the RSP Final EIR was prepared.

d. The Project's discretionary actions would not result in any new or substantially more severe significant environmental impacts beyond those disclosed in the *RSP Final EIR.* The Project would reduce impacts under the topic areas of air quality, greenhouse gas (GHG) emissions, noise, and transportation/traffic. The area of physical disturbance would be identical. As such, there would be no new environmental effects or a substantial increase in the severity of previously identified significant effects as a result of the proposed Project.

e. Subsequent to the certification of the *RSP Final EIR*, no new mitigation measures or alternatives have been identified that were infeasible at the time the *RSP Final EIR* was certified and that would substantially reduce the RSP's significant unavoidable impacts to air quality, noise, GHG emissions (climate change) and traffic.

f. Subsequent to the certification of the *RSP Final EIR*, no new mitigation measures or alternatives that are considerably different from those analyzed in the *RSP Final EIR* have been identified to reduce the RSP's significant unavoidable impacts to air quality, noise, GHG emissions (climate change) and traffic.

g. Technical reports that evaluate the proposed Project were prepared for the subject areas of air quality, biological resources, cultural resources, paleontological resources, geology, GHG emissions, hazards/hazardous substance, hydrology/water quality, noise, and traffic. Copies of these reports are contained within the appendix of this document. These technical reports do not identify any new impacts or substantial increases in impacts to the environment beyond that which was disclosed in the *RSP Final EIR.*

Based on the above facts and substantial evidence in the Project's administrative record, the City of Rialto determined that an Addendum to the previously certified *RSP Final EIR* is the appropriate type of CEQA document to prepare for the proposed Project.

1.4 TYPE OF CEQA COMPLIANCE DOCUMENT AND LEVEL OF ANALYSIS

This document is an Addendum to the previously certified *RSP Final EIR* (SCH No. 20060741021). As such, this Addendum analyzes the potential environmental effects of the proposed Project as compared to the effects identified in the certified *RSP Final EIR*. This Addendum also reviews new information, if any, of substantial importance that was not known and could not have been known with the exercise of reasonable due diligence at the time the *RSP Final EIR* was certified. This evaluation includes a determination as to whether the changes proposed for the Project would a) result in any new significant impact; b) result in a more severe impact; c) result in a new ability to substantially reduce a significant impact; or d) result in no substantial change from the previous analysis of the *RSP Final EIR*.

CEQA Guidelines § 15168(a) states that a Program EIR is appropriate for a series of actions that can be characterized as one large project and are related either:

1) Geographically,
2) A logical parts *[sic]* in the chain of contemplated actions,
3) In connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program, or
4) As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.

CEQA Guidelines § 15168(c) states that subsequent activities undertaken pursuant to a Program EIR must be examined in the light of the Program EIR to determine whether an additional environmental document must be prepared. Pursuant to CEQA Guidelines § 15168(c)(4), "Where the subsequent activities involve site specific operations, the agency should use a written checklist or similar device to document the evaluation of the site and the activity to determine whether the environmental effects of the operation were covered in the Program EIR."

1.5 FORMAT AND CONTENT OF THIS EIR ADDENDUM

The following components comprise the EIR Addendum in its totality:

a. This *Introduction* (Section 1.0) and the *Project Description* (Section 2.0).

b. The completed Environmental Checklist Form and its associated analyses (Sections 3.0 and 4.0), which conclude that the proposed Project would not result in any new significant environmental impacts or substantially increase the severity of environmental impacts beyond the levels disclosed in the *RSP Final EIR*.

c. Fourteen (14) technical reports and other documentation that evaluate the proposed Project, which are attached as EIR Addendum Technical Appendices A1-I1.

Appendix A1:	Air Quality Impact Analysis
Appendix A2:	Mobile Source Diesel Health Risk Assessment
Appendix B1:	Habitat Suitability Evaluation
Appendix C1:	Phase I Cultural Resources Survey
Appendix C2:	Paleontological Resource and Monitoring Assessment
Appendix D1:	Geotechnical Investigation
Appendix D2:	Soil Infiltration Study
Appendix E1:	Greenhouse Gas Analysis
Appendix F1:	Phase I Environmental Site Assessment
Appendix G1:	Preliminary Hydrology Calculations
Appendix G2:	Water Quality Management Plan
Appendix H1:	Noise Impact Analysis
Appendix I1:	Traffic Impact Analysis
Appendix I2:	Traffic Analysis Supplemental Assessment

1.6 PREPARATION AND PROCESSING OF THIS EIR ADDENDUM

The City of Rialto is the Lead Agency as set forth in CEQA Guidelines § 21067 and is responsible for reviewing and approving this Addendum to the *RSP Final EIR* based on the City's independent judgement The City will consider the following discretionary approvals for the proposed Proficiency Renaissance Project:

- The adoption of a Resolution recommending approval of the Addendum to the previously certified *RSP Final EIR* for the proposed Project;
- The adoption of Specific Plan Amendment No. 5 (SPA No. 5);
- The approval of Tentative Parcel Map No. 19754 (TPM No. 19754); and
- The approval of Precise Plan of Design (PPD) No. 2453.

The City of Rialto Transportation Commission is required to review the Traffic Impact Analysis for the proposed Project (refer to *Technical Appendix I1* of this EIR Addendum) and make a recommendation to the City Council. This EIR Addendum and its technical appendices will then be forwarded, along with the previously certified *RSP Final EIR*, to the City of Rialto Planning Commission and City Council for review as part of their deliberations concerning the proposed Project. A public hearing(s) will be held before the City of Rialto Planning Commission to evaluate the proposed Project and the adequacy of this EIR Addendum. Public comments will be heard at the hearing(s). At the conclusion of the public hearing(s), the Planning Commission will provide a recommendation to the City Council as to whether to approve, approve with modifications, or deny approval of the proposed Project. Following conclusion of the hearing(s) before the City of Rialto Planning Commission, an additional public hearing(s) will be held before the City of Rialto City Council to consider the proposed Project and the adequacy of this Addendum to the *RSP Final EIR*, at which time public comments will be heard. At the conclusion of the public hearing process, the City Council will take action on the proposed Project.

1.7 INITIAL STUDY CHECKLIST

The City of Rialto prepared the proposed Project's Initial Study Checklist as suggested by CEQA Guidelines §§ 15063(d)(3) and 15168(c)(4). The CEQA Guidelines include a suggested checklist to indicate whether the conditions set forth in its § 15162, which would require a subsequent or supplemental EIR, are met and whether there would be new significant impacts resulting from the project not examined in the Program EIR. The checklist is found in Section 3.0 of this document. Following the checklist, Section 4.0 includes an explanation and discussion of each answer on the form.

There are four possible responses to each of the environmental issues included on the checklist:

- **New Significant Impact**. This response is used to indicate when the Project resulted in changes to such an extent that major revisions of the *RSP Final EIR* are required due to the presence of new significant environmental effects.

- **More Severe Impacts**. This response is used to indicate when the circumstances under which the Project is undertaken have changed to such an extent that major revisions of the *RSP Final EIR* are required due to the fact that the severity of previously identified significant effects would substantially increase.

- **New Ability to Substantially Reduce Significant Impact**. This response is used to indicate when new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the *RSP Final EIR* was certified, indicates that there are new mitigation measures or alternatives available to substantially reduce significant environmental impacts of the Project, but the Project proponent declines to adopt the mitigation measure(s) or alternative.

- **No Substantial Change from Previous Analysis**. This response is used to indicate when the *RSP Final EIR* adequately addressed an environmental effect, and the proposed Project would not

create a new impact or substantially increase the severity of the previously identified environmental impact.

The Initial Study Checklist and accompanying explanation of checklist responses (see Sections 3.0 and 4.0) provide the information and analysis necessary to assess relative environmental impacts of the current Project in the context of environmental impacts addressed in the previously certified *RSP Final EIR*. In doing so, the City will determine the extent of additional environmental review, if any, for the current Project.

1.8 EXISTING DOCUMENTS INCORPORATED BY REFERENCE

State CEQA Guidelines §§ 15150 and 15168(c)(3) and (d)(2) permit and encourage that an environmental document incorporate by reference other documents that provide relevant data. The documents listed in Section 5.0, *References*, as incorporated documents are hereby incorporated by reference, and the pertinent material is summarized as needed within this EIR Addendum. All documents incorporated by reference are available for review at the City of Rialto Development Services Department, Planning Division; 150 South Palm Avenue, Rialto, CA 92376.

1.9 POINTS OF CONTACT

The Lead Agency for this environmental document is the City of Rialto. Any questions about the preparation of this EIR Addendum, its assumptions, or its conclusions should be referred to:

Daniel Casey, Associate Planner
City of Rialto
Development Services
Planning Division
150 South Palm Avenue
Rialto, CA 92736

The point of contact for the Project Applicant is:

Matt Englhard
Proficiency Renaissance, LLC
11777 San Vicente Blvd., Ste. 780
Los Angeles, CA 90049

2.0 PROJECT DESCRIPTION

This section provides all of the information required by CEQA Guidelines §15124, including: a description of the Project's precise location and boundaries; a statement of the Project's objectives; a description of the Project's technical, economic, and environmental characteristics; a list of government agencies that are expected to be involved in the Project's decision-making processes; a list of the permits and approvals that are required to implement the Project; and a list of related environmental review and consultation requirements.

2.1 PROJECT SETTING AND LOCATION

The Project site consists of approximately 18.06 acres in the west central portion of the City of Rialto, San Bernardino County, CA (see Figure 2-1, *Regional Map*). From a regional perspective, the Project site is located west of the City of San Bernardino, northeast of the City of Colton, and east of the City of Fontana. The Project site is located directly south of State Route 210 (SR-210), 4.0 miles east of Interstate 15 (I-15), 6.25 miles west of I-215, and approximately 4.5 miles north of I-10. In a local context, as shown on Figure 2-2, *Vicinity Map,* the Project site is located at the southeast corner of W. Renaissance Parkway on the north and Palmetto Avenue on the west in the City of Rialto.

As shown on Figure 2-4*, Aerial Photograph,* the Project site is an asymmetrical-shaped piece of land that is undeveloped and covered by grasses and shrubs. The Project site consists of six (6) parcels of land located at the southeast corner of W. Renaissance Parkway and Palmetto Avenue (Accessor Parcel Numbers (APNs): 0240-171-02, 0240-171-03, 0240-171-20, 0240-171-21, 0240-171-27, and 0270-191-07). As shown on Figure 2-4, *USGS Topographic Map,* the property gently slopes in elevation from approximately 1,520 feet above mean sea level (AMSL) in the northern portion of the property to an approximate elevation of 1,505 feet AMSL in the southern portion of the property.

The Project site's surrounding land uses and zoning and General Plan land use designations are identified in Table 2-1, *Surrounding Land Use and Zoning,* Table 2-2, *General Plan Land Use Designations,* and depicted on Figure 2-5, Surrounding Land Use and Development and Figure 2-6, *General Plan Land Use Designations*. To the north, across W. Renaissance Parkway is SR-210 and north of SR-210 is the County of San Bernardino Mid-Valley Landfill. Directly east of the Project site is approximately 3.28 acres of vacant land, east of which is Alder Avenue and large-scale warehouse buildings. To the south of the Project site are two warehouse buildings totaling approximately 2,060,000 s.f. in size, and to the west, across Palmetto Avenue, is a single-family residential subdivision within the jurisdiction of the City of Fontana. The zoning of the Project site and the properties to the east is Freeway Commercial (FC) within the RSP. The zoning of the properties to the south is Planned Industrial Development (I-PID) within the Rialto Specific Plan, and the properties to the west are within the jurisdiction of the City of Fontana.

Table 2-1 Surrounding Land Use and Zoning

Location	Existing Land Use	Zoning
Project Site	Vacant Land	Freeway Commercial (FC)
North	SR-210	N/A (SR-210)
East	Vacant Land	Freeway Commercial (FC)
South	Industrial Warehouses	Planned Industrial Development (I-PID)
West	Single-Family Residences	City of Fontana (Residential-Planned Community)

Table 2-2 General Plan Land Use Designations

Location	General Plan Designations
Project Site	Specific Plan
North	SR-210 and Specific Plan
East	Specific Plan
South	Business Park
West	City of Fontana (Residential-Planned Community (R-PC)

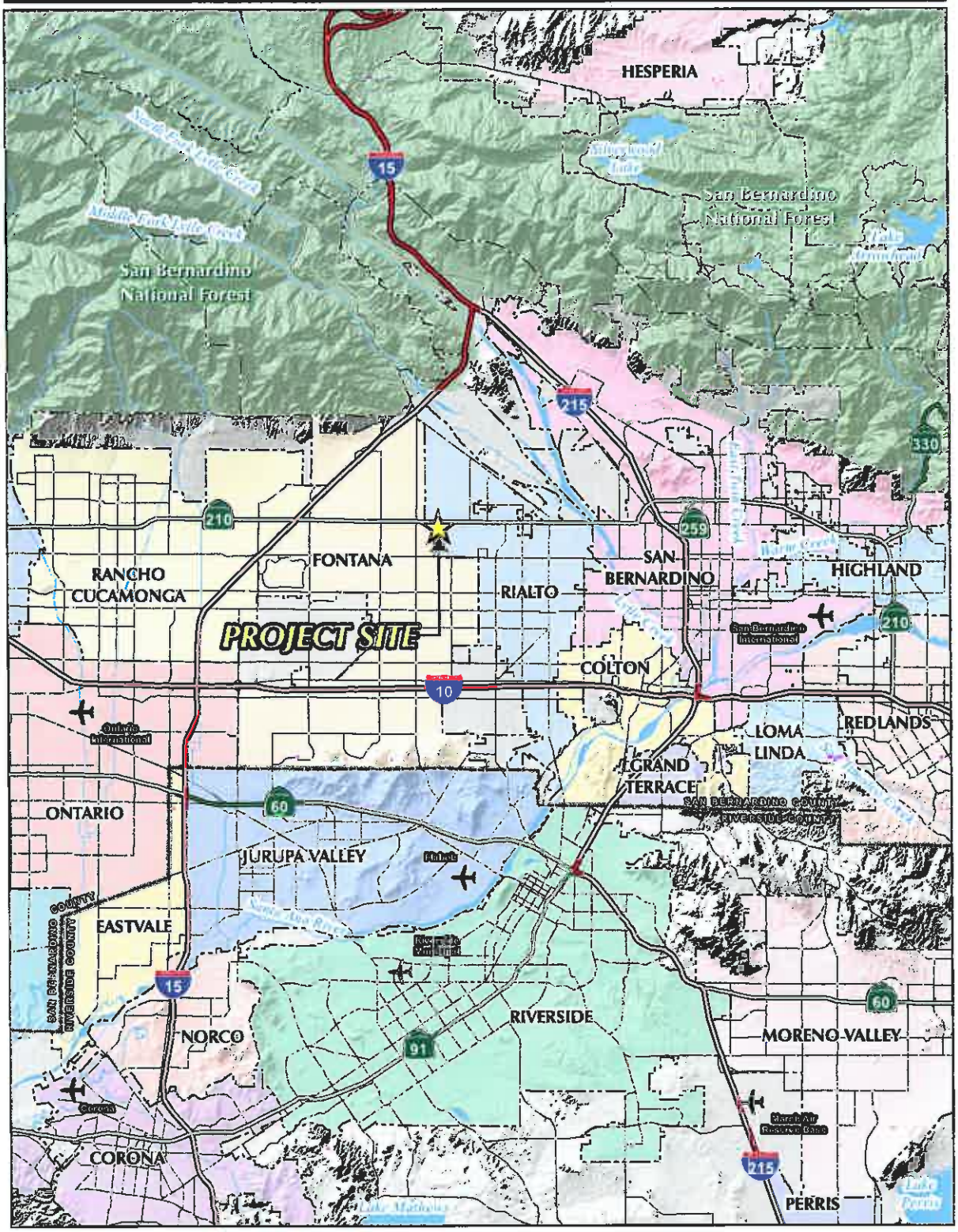
2.2 STATEMENT OF OBJECTIVES

The fundamental purpose of the proposed Project is to allow for the development of three warehouse buildings designed in accordance with the vision of the Renaissance Specific Plan.

- To develop warehouse buildings with loading docks and truck trailer parking within close proximity to regional transportation routes in order to facilitate the efficient movement of goods.
- To develop and maximize the buildout potential of a vacant and undeveloped property in the Renaissance Specific Plan that has access to available infrastructure.
- To attract new employment-generating businesses to the Renaissance Specific Plan area; thereby enhancing the City's existing job base and reducing the needs for members of the local workforce to commute outside of the area for employment.
- To develop a vacant and undeveloped property with structures with architectural design and operational characteristics that complement existing and planned warehouse development in the immediate vicinity of the property.
- To develop a vacant and undeveloped property with three warehouse buildings that would attract businesses that can diversify the City's employment base and improve its jobs-to-housing balance.

- To amend the Renaissance Specific Plan to change the land use designation of the Project site from Freeway Commercial (FC) to Business Center (BC) uses.

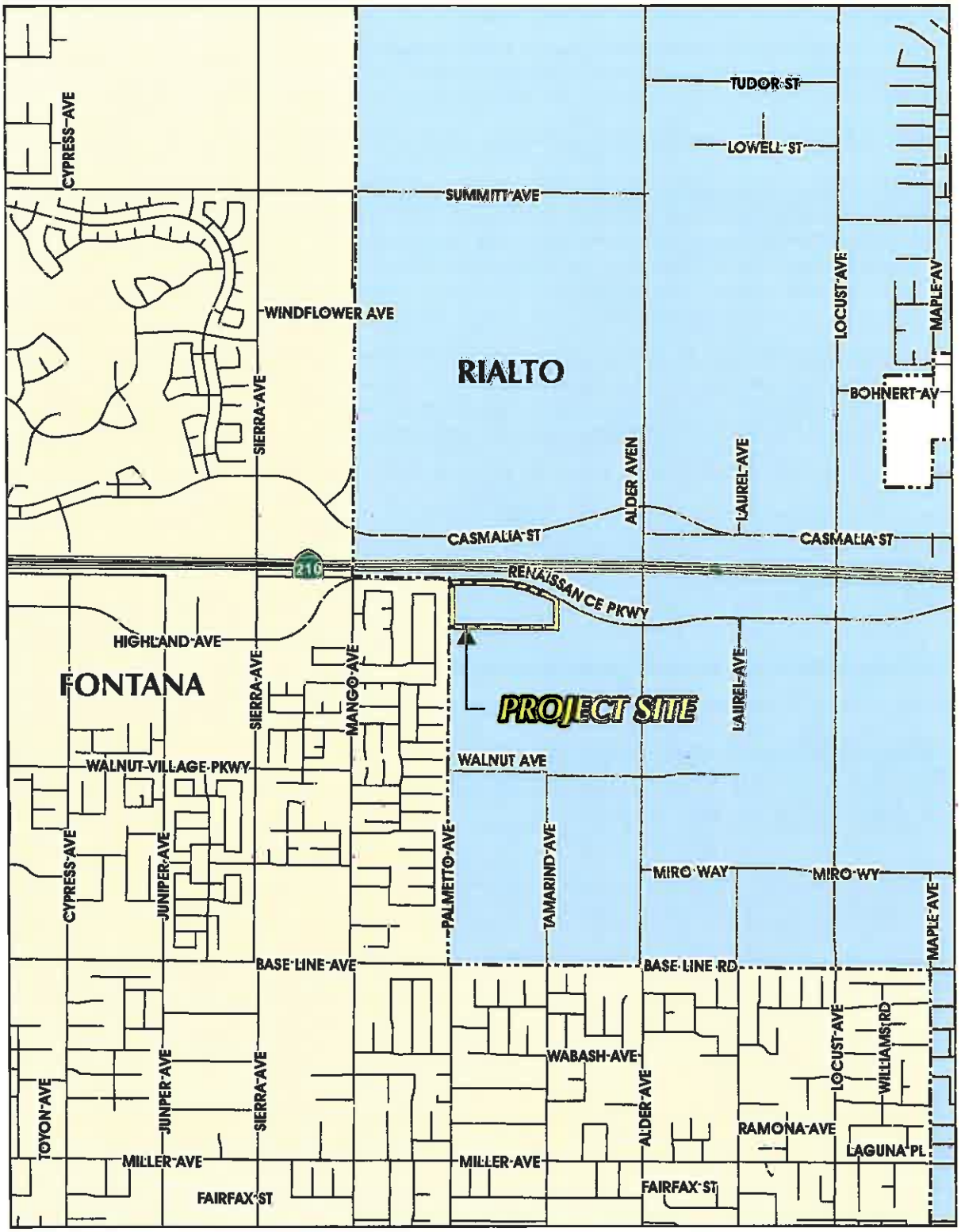
- To build smaller-scale warehouse buildings that could provide support functions to large-scale buildings in the immediate vicinity.



Source(s): ESRI, RCTLMA (2016), SANBAG (2016)

FIGURE 2-1

Regional Map



Source(s): ESRI, SANBAG (2016)

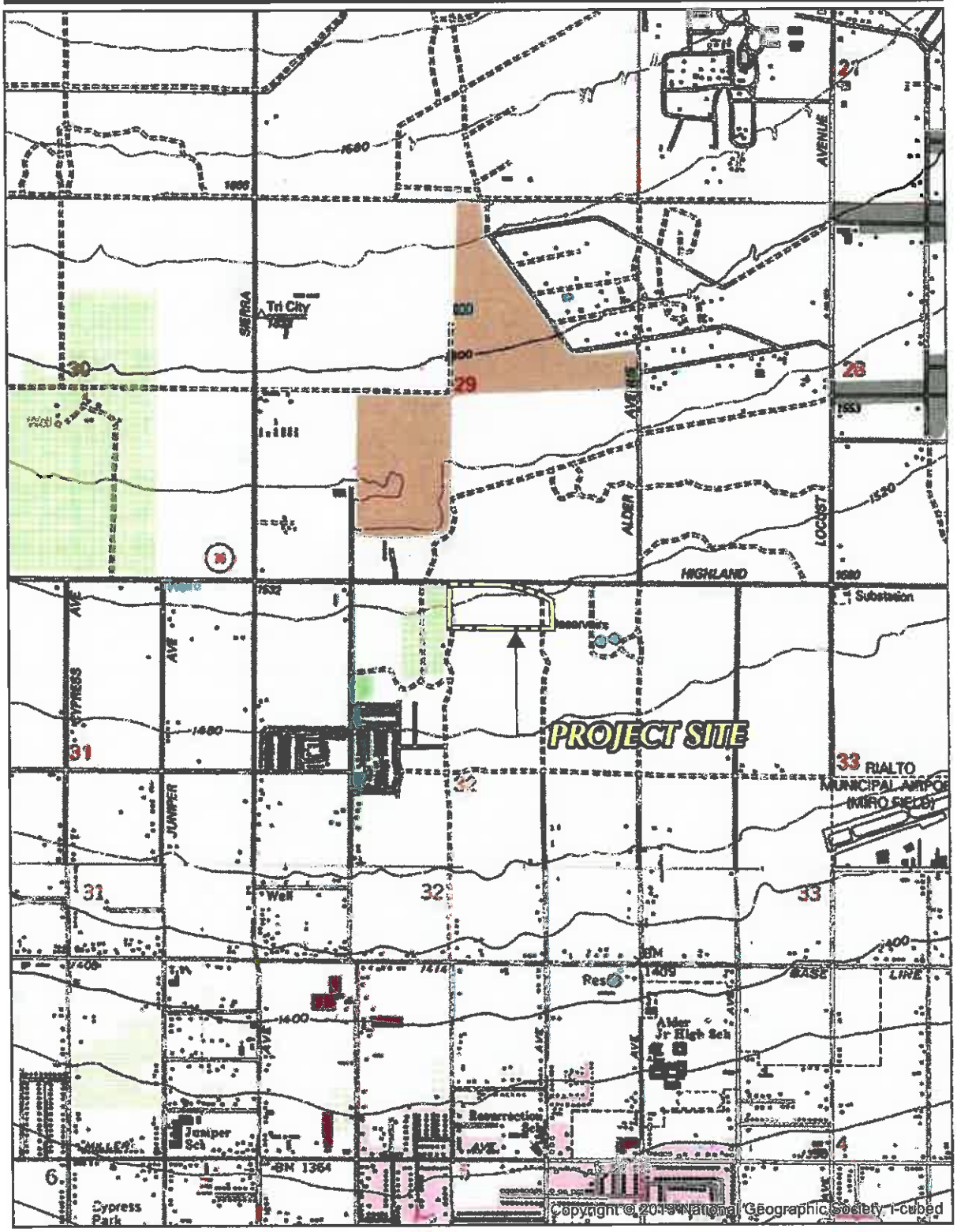
FIGURE 2-2

Vicinity Map

Source(s): ESRI, Google Earth Aerial (2016), SANBAG (2016)

FIGURE 2-3

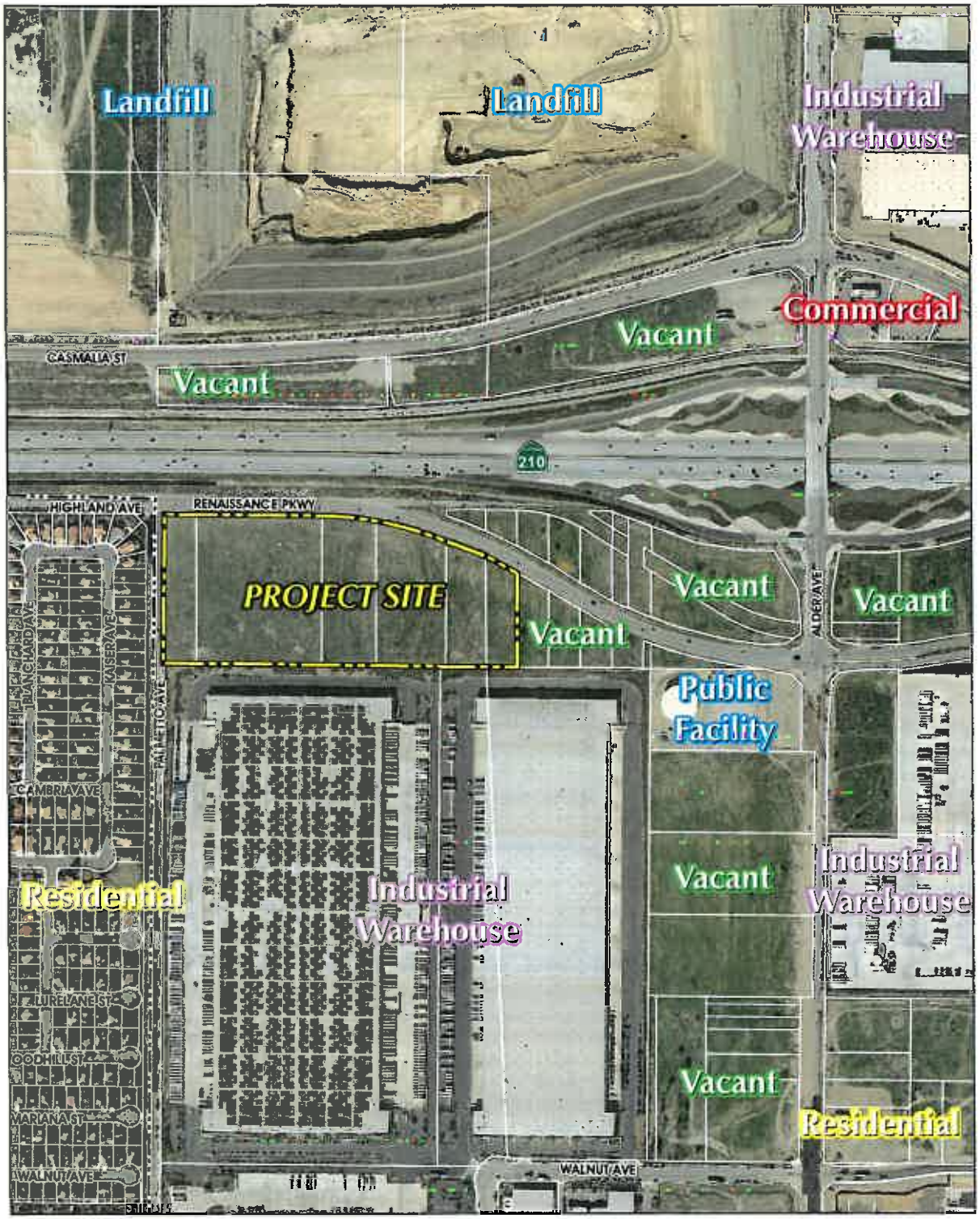
Aerial Photograph



Source(s): ESRI, USGS (2013)

FIGURE 2-4

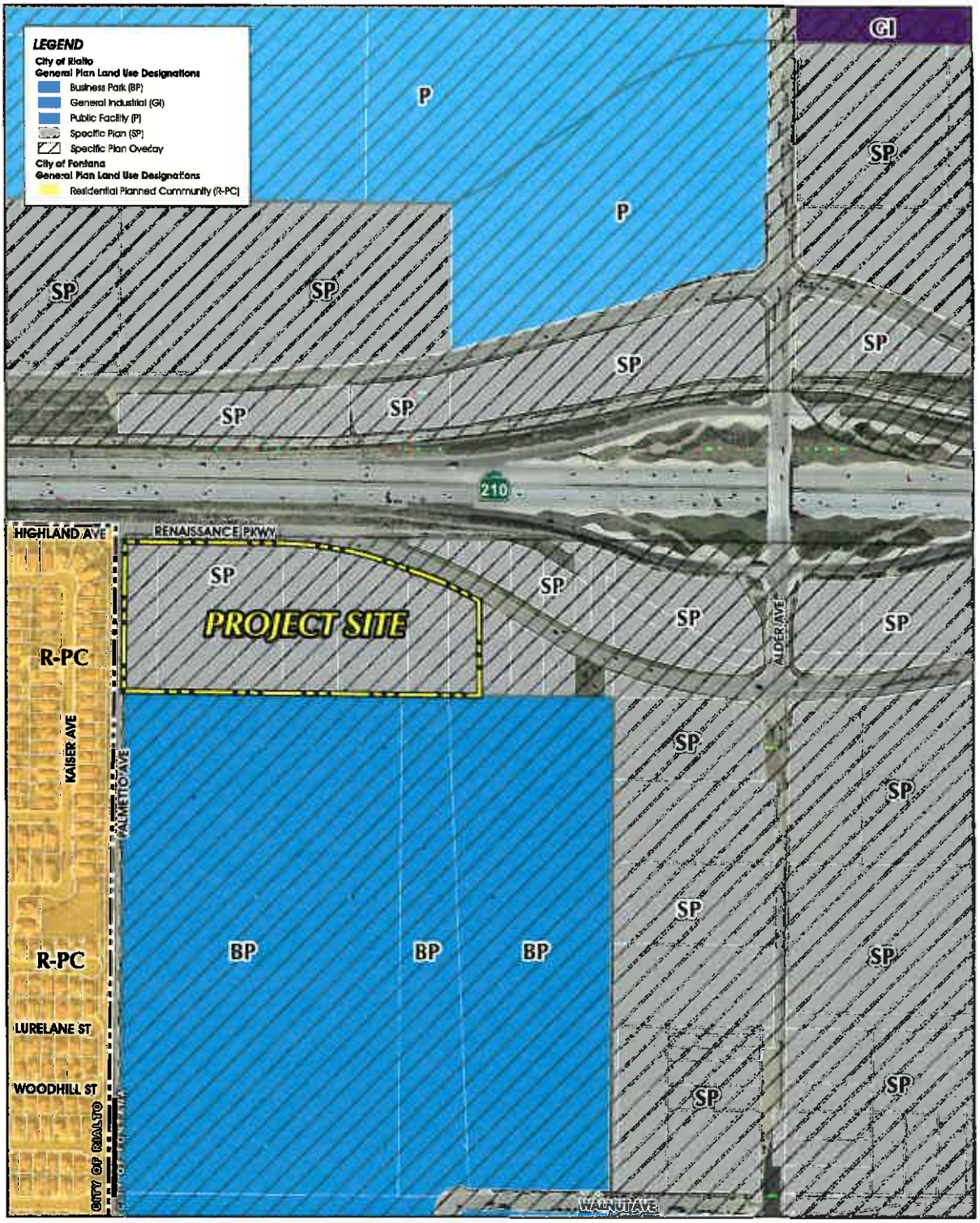
USGS Topographic Map



Source(s): City of Rialto (2011), City of Fontana (2015), ESRI, Google Earth Aerial (2016), SANBAG (2016)

FIGURE 2-5

Surrounding Land Use and Development



Source(s): City of Rialto (2011), City of Fontana (2015), ESRI, Google Earth Aerial (2016), SANBAG (2016)

FIGURE 2-6

0 175 350 700

General Plan Land Use Designations

2.3 PROPOSED DISCRETIONARY ACTIONS

The Project Applicant has filed the following applications for the proposed Project:

- Specific Plan Amendment. A request to change the zoning designation of approximately 18.06 acres of land from Freeway Commercial (FC) within the Renaissance Specific Plan to Business Center (BC) within the Renaissance Specific Plan.

- Tentative Parcel Map. A request to consolidate six (6) parcel of land into three (3) parcels of land totaling 18.06 acres.

- Precise Plan of Design. A request to allow the development of one (1) 210,628 s.f. warehouse building, one (1) 77,047 s.f. warehouse building, and one (1) 53,040 s.f. warehouse building on 18.06 acres of land.

- Environmental Assessment Review.

The City of Rialto is the Lead Agency as set forth in CEQA § 21067 and is responsible for reviewing and approving this Addendum to the *RSP Final EIR (SCH No. 2006071021).* The City will consider the following discretionary approvals for the Proficiency Renaissance project.

- The adoption of a Resolution approving an Addendum to the previously certified *RSP Final EIR* for the proposed Project.

- The adoption of Renaissance Specific Plan Amendment No. 5.

- The approval of Tentative Parcel Map No. 19754.

- The approval of Precise Plan of Design No. 2453.

Additional permits may be required upon review of Project construction documents. Other permits that may be required for the proposed Project include but are not limited to the issuance of encroachment permits for driveways, sidewalks, and utilities; security and parking area lighting; grading permits, building permits; and permits for new utility connections.

2.3.1 Specific Plan Amendment (SPA) No. 5

As depicted on Figure 2-7, *Renaissance Specific Plan Land Use Map*, the Project site is located within Planning Area 10 (PA 10) of the RSP. The RSP designates the Project site as Freeway Commercial (FC). Freeway Commercial (FC) retail/office uses are described as retail uses serving the community and traveling public (retail, travel, services, restaurants, lodging, drug stores, home improvement centers, entertainment centers, health clubs, regional shopping centers, and automobile dealerships. (City of

Rialto, 2010a, Table 3-3). Because warehouse uses are not permitted within the Freeway Commercial (FC) land use category, the current designation cannot accommodate the proposed Project. Therefore, in order to develop the proposed Project, the Project Applicant has applied for a Specific Plan Amendment (SPA) to change the land use category of the Project site to Business Center (BC) that permits the type of development and the Floor to Area Ratio (FAR) proposed by the Project. The Business Center (BC) land use category accommodates larger industrial, distribution, and manufacturing uses. (City of Rialto, 2010a, Table 3-3). The RSP Development Standards for Business Center (BC) uses are identified in Table 2-3, *Renaissance Specific Plan Development Standards for Business Center Uses*.

Table 2-3 Renaissance Specific Plan Development Standards for Business Center Uses

Standard	Business Center[12]
Maximum Intensity	
0-5 acres: Max. FAR[1, 11]	0.45 FAR
5-10 acres: Max. FAR[1, 11]	0.50 FAR
>10 acres: Max. FAR[1, 11]	0.55 FAR
Building Site Specifications	
Min. lot size	1 acre
Min. lot width[9]	200 ft.
Min. lot depth[9]	200 ft.
Min. landscape coverage[10]	10%
Front and Side Street Setbacks[2]	
Bldgs < 100,000 sq. ft.	20 ft. avg. 15 ft. min.
Bldgs > 100,000 sq. ft.	30 ft. avg. 25 ft. min.
Interior Side Setbacks[2]	
If adjacent to business uses[4]	0 ft. or separated by 20 ft. plus 10 ft. for each additional floor
If adjacent to residential uses[4]	40 ft. single story and 10 ft. for each additional floor
Rear Setbacks[2]	
If adjacent to business uses/streets	25 ft. avg. 20 ft. min.
If adjacent to residential uses[4]	40 ft. single story and 10 ft. for each additional floor
Height[2]	
Max. height[5]	75 ft.
Max. stories	6
Other	
Building separation	0 ft. or 10 ft.

Note: All setbacks shall be measured from the property line or, if applicable, the back of landscape easement unless otherwise noted.

[1] Maximum nonresidential intensity may be increased with qualifying features as noted on Nonresidential Incentives section later in this Specific Plan. For purposes of determining maximum buildout, a target FAR of 0.4 was assumed in the Employment category and 0.5 in the Business Center category.

[2] See Table 3-9 for variations to the standards noted on this table.

[3] Zero feet setback if the building entrances and windows are oriented toward the street, otherwise 20-foot setback.
[4] If loading and unloading areas directly face residences, there shall be a minimum setback of 120 feet from the property line to the loading bay doors and a minimum building-to-building separation of 150 feet. Stated setbacks apply to situations where the loading doors do not directly face residences (e.g. side-on configuration).
[5] Maximum building height is defined as the height from finished grade to the top of the roof pitch or top of parapet, whichever is greater. An architectural projection such as a chimney or nonhabitable tower may exceed the maximum building height by 10 feet.
[6] Parcels within Planning Area 5 may be developed to the uses and standards of the Employment land use category and Planning Area 7 may accommodate those uses listed in the Corporate Center land use category.
[7] Planning Area 21 shall not develop in a single-line format, that is, as a typical strip commercial use. Development in Planning Area 21 shall be required to be developed as noted in Table 3-[9], Development and Design Variations.
8 See Figure 2-2, Land Use Diagram, for the locations of the various densities.
[9] In some cases, when the minimum lot width and depth are multiplied together, they do not match the minimum lot size. This was done on purpose to allow flexibility in lot configurations; however, all lots must meet the minimum lot size, width, and depth standards.
[10] See the landscape provisions in the General Business Development Standards section for greater detail and definition.
[11] Maximum FAR's apply to those parcels that do not involve consolidations with other lots. See Table 3-10 in the Nonresidential Incentives section regarding the potential for the City to award FAR bonuses to projects that involve consolidation with other lots to increase their base lot size.
[12] For proposals within Planning Areas 60b or 60c larger than 500,000 square feet, see the EDC Review Procedure in RSP Section 7, Implementation.
(City of Rialto, 2010c, Table 3-5, Development Standards-Business and Commerical Uses)

2.3.2 Tentative Parcel Map No. 19754

A. General Description

TPM No. 19754 proposes to consolidate six (6) parcels of land into three (3) parcels of land on approximately 18.06 acres as depicted on Figure 2-8, *Tentative Parcel Map No. 19754.* On this parcel, the Project Applicant plans to construct three warehouse buildings, and associated improvements. Refer to Subsection 2.3.3 for a discussion of the Project's conceptual site plan. Figure 2-9, *Roadway Cross-Sections*, depicts the Project's Roadway Cross-Sections.

B. Site Access

Primary access to the Project site would be from W. Renaissance Parkway and Palmetto Avenue via SR-210. TPM No. 19754 provides a driveway at Palmetto Avenue for full access (passenger cars only), a driveway at W. Renaissance Parkway for full access for passenger cars and trucks, and a right-in right-out (RIRO) driveway at W. Renaissance Parkway for passenger cars and trucks. As depicted on Figure 2-8, TPM No. 19754 would dedicate 54 feet along the Project site frontage for W. Renaissance Parkway (half-width of a 108-foot ultimate right-of-way).

C. Utility Infrastructure and Off-Site Improvements

The RSP is served by three separate water districts. Specific to the Project site, the Fontana Water Company serves the area south of SR-210 and west of Linden Avenue. (City of Rialto, 2010a, pp. 3-19 and 3-20) As depicted on Figure 2-10, *Conceptual Utility Plan*, the Project would connect to existing water lines in W. Renaissance Parkway.

Sewer service would be provided by the City of Rialto. The proposed Project would connect to off-site sewer lines to be constructed in Alder Avenue. The entire RSP would be connected to an existing sewer line that is located in Cactus Avenue. That line extends southerly from Baseline Road in Cactus Avenue, easterly in Valley Boulevard, and southerly in Riverside Drive, and easterly in Santa Ana to the City of Rialto sewage treatment plant. (City of Rialto, 2010a, p. 3-20)

Under existing conditions, runoff from the Project site flows southerly to an existing "v" ditch at the existing development located to the south of the Project site. From the ditch, runoff is currently conveyed to various catch basins and storm drain systems that traverse through the existing development located south of the Project site. (Thienes, 2016a, n.p.)

As depicted in Figure 2-11, *Hydrology Map*, and Figure 2-12,WQMP Site Map runoff from the proposed condition would continue to drain southerly into the existing storm drain system in the existing developments to the south. Runoff from the westerly parking area of Building 1, the southerly half of Building 1 and its truck yard, would drain to a series of catch basins in the truck yard. A storm drain would convey the runoff southerly towards the existing storm drain in the southerly site. Underground infiltration facilities would be utilized for onsite water treatment. Runoff from Building 2, its vehicle parking area and truck dock area, would drain to catch basins in the northerly drive aisle and the truck dock area. A storm drain would convey runoff to an existing catch basin at the northerly portion of the existing site. Low flows would be captured by underground chambers for infiltration. Runoff from Building 3, its vehicle parking area and truck dock area, would drain to a catch basin located north of the building and another catch basin located in the truck dock area. A storm drain would convey runoff southerly to an existing catch basin at the northerly portion of the existing site. Low flows would be captured by underground chambers for infiltration. Approximately 0.70 acres of self-treating landscape along the southerly property line would drain offsite. (Thienes, 2016b, p. 1-1)

D. Earthwork and Grading

As depicted on Figure 2-13, *Conceptual Grading Plan,* earthwork and grading would occur over the entire Project site in one phase. Based on expected subsidence, shrinkage, and over-excavation shrinkage, the total excavation, including site and utility soils, would be approximately 50,636 cubic yards (c.y.) resulting in a balanced site that would not require the import or export of soils. The Project's earthwork and grading would result in a maximum 5-foot slope area along the southerly property line.

2.3.3 Precise Plan of Design No. 2453

The proposed Project is required to be designed in accordance with the RSP Development and Design Standards. As depicted on, *Precise Plan of Design No. 2453,* the Project Applicant proposes to construct three buildings (hereafter, Building 1, Building 2, and Building 3, respectively), with a total building area of 340,715 s.f. on the Project site. See Table 2-4, *Precise Plan of Design Statistical Summary,* for a breakdown of the building area for each building.

The three buildings are designed to accommodate warehouse uses. At the time this EIR Addendum was prepared, the future occupants of the Project's buildings were unknown. However, Building 1 is designed to accommodate a maximum of 15% (51,100 s.f.) of the warehouse building for cold storage (i.e., refrigeration) in the event the building's occupant(s) require cold storage. Each building is designed with a first floor office, mezzanine, and warehouse.

A truck court would be provided on the south side of Building 1 to provide truck trailers access to the dock doors and truck trailer parking. Access would be provided via 8-foot wrought iron fence with metal, manual operated gates with Knox-Pad lock per Fire Department standards. Truck trailer access from the north to the dock doors associated with Building 2 and Building 3 would be provided in a similar manner. As shown on Figure 2-14, a 26-foot fire lane would be provided on the north, south, east, and west side of Building 1, on the north and west side of Building 2, and on the west side of Building 3.

Table 2-4 Precise Plan of Design Statistical Summary

Building Area (footprint)	Building 1	Building 2	Building 3	Total
Building Area (footprint)	205,628 s.f.	74,547 s.f.	50,540 s.f.	330,715 s.f.
1st Floor office	5,000 s.f.	2,500 s.f.	2,500 s.f.	10,000 s.f.
Mezzanine	5,000 s.f.	2,500 s.f.	2,500 s.f.	10,000 s.f.
Warehouse	200,628 s.f.	72,047 s.f.	48,040 s.f.	320,715 s.f.
Total	**210,628 s.f.**	**77,047 s.f.**	**53,040 s.f.**	**340,715 s.f**
Coverage	44%	41.9%	42.8%	43.3%

B. Parking and Loading

As depicted on Figure 2-14 and summarized in Table 2-5, *Parking Stalls Provided*, a total of 297 auto parking stalls would be provided for the three buildings and 50 truck trailer stalls would be provided in association with Building 1. Bike racks would be provided on the north side of Buildings 1, 2, and 3.

For the intent of loading and unloading of goods, thirty-two (32) dock doors would be provided on the south side of Building 1, fifteen (15) dock doors would be provided on the west side of Building 2 (adjacent to Building 1), and nine (9) dock doors would be provided on the west side of Building 3 (adjacent to Building 2).

Table 2-5 Parking Stalls Provided

Parking Stalls	Building 1	Building 2	Building 3	Total
Standard (9-feet by 18-feet)	149	75	59	283
Handicap	7	4	3	14
Total Auto Parking Provided	**156**	**79**	**62**	**297**
Trailer (10-feet by 55-feet) Parking Provided	**50**	**0**	**0**	**50**

C. Architecture, Walls, and Fencing

The Project's architecture, walls, and fencing would be designed in accordance with the Design Guidelines as set forth in the *RSP* document. The conceptual architectural elevations are depicted on Figure 2-15, *Building 1 Architectural Elevations*, Figure 2-16, *Building 2 Architectural Elevations*, and Figure 2-17, *Building 3 Architectural Elevations*. The three proposed buildings would have maximum wall heights to the top pitch of the roofs of 50 feet (Building 1) and 48 feet (Buildings 2 and 3).

Fourteen -foot high concrete tilt-up screen walls, to be treated to match the adjacent building walls, are designed to be provided adjacent to parking areas and 8-foot wrought iron fencing would be provided.

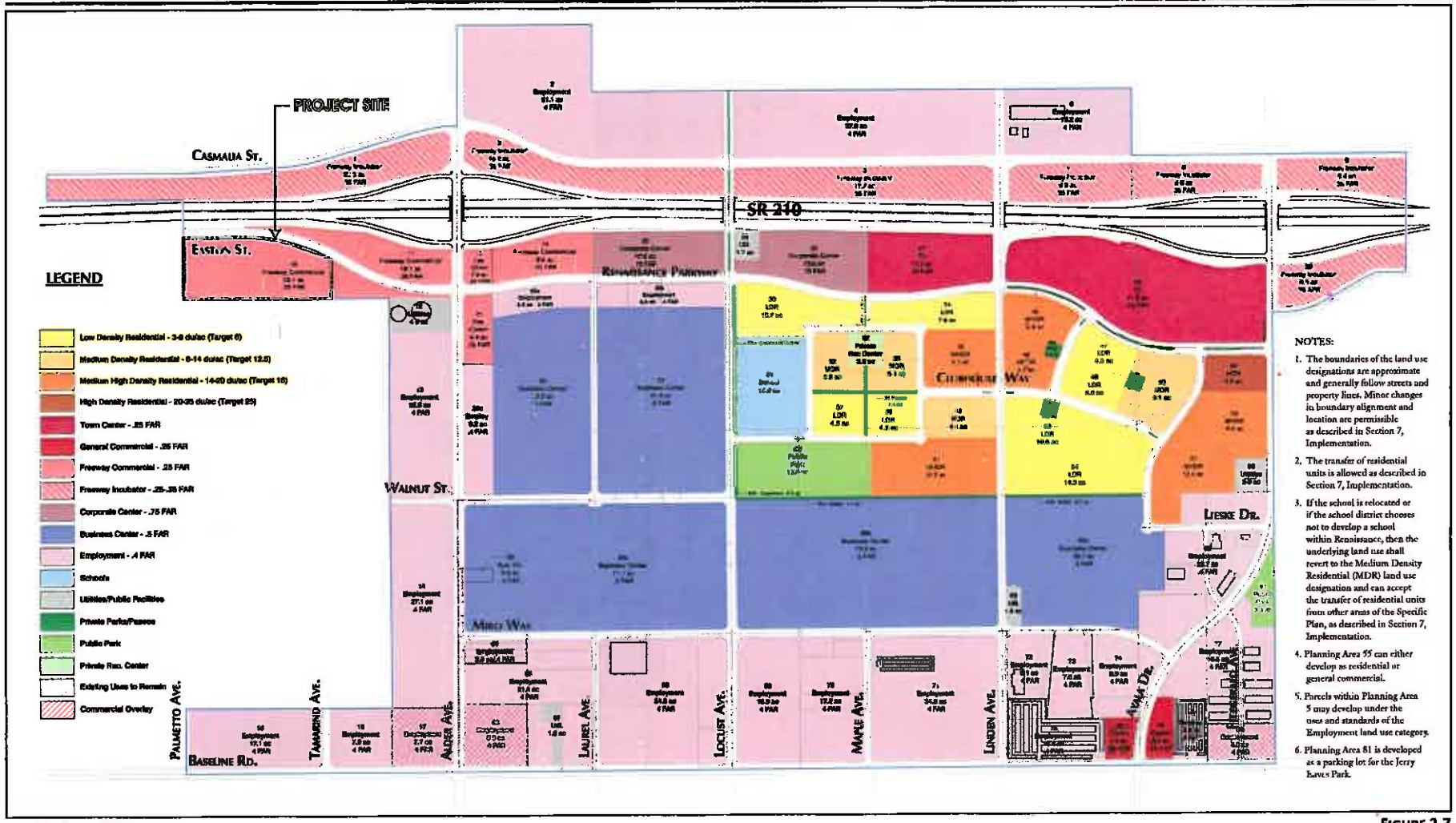
D. Lighting

The Project's lighting features would be designed in accordance with the Design Guidelines as set forth in the RSP document. All streetlights and other outdoor lighting would be submitted to the City Development Services Department to plan check and would be required to comply with the relevant requirements of the City's General Plan and Development Code and current building codes. The RSP requires the preparation of a detailed lighting plan with the submittal of development applications and both the RSP and the City's zoning ordinance limits light source intensities adjacent to residential and non-residential uses. (City of Rialto, 2010a, pp. 4.1-12)

E. Conceptual Landscaping Plan

The Project's landscape features are required to be designed in accordance with the Design Guidelines as set forth in the RSP document. All landscaping is required to comply with the approved trees, shrubs, and groundcovers listed in the Landscape Plant Palette of the RSP document. Approximately 19.8% of the 18.06-acre Project site would be landscaped. The Project Applicant would implement landscape design requirements consistent with the RSP and other City requirements as applicable. The Project's proposed landscaping plan is depicted on Figure 2-18, *Conceptual Landscaping Plan*. As shown, drought-tolerant trees, shrubs, landscaping accents, and groundcovers are proposed along street frontages Palmetto Avenue and W. Renaissance Parkway and along the southern boundary of the Project site. Coast Live Oaks are proposed to be planted along the eastern boundary of the Project site. Landscaping also is proposed at building entries and in an around parking areas and around each building. All

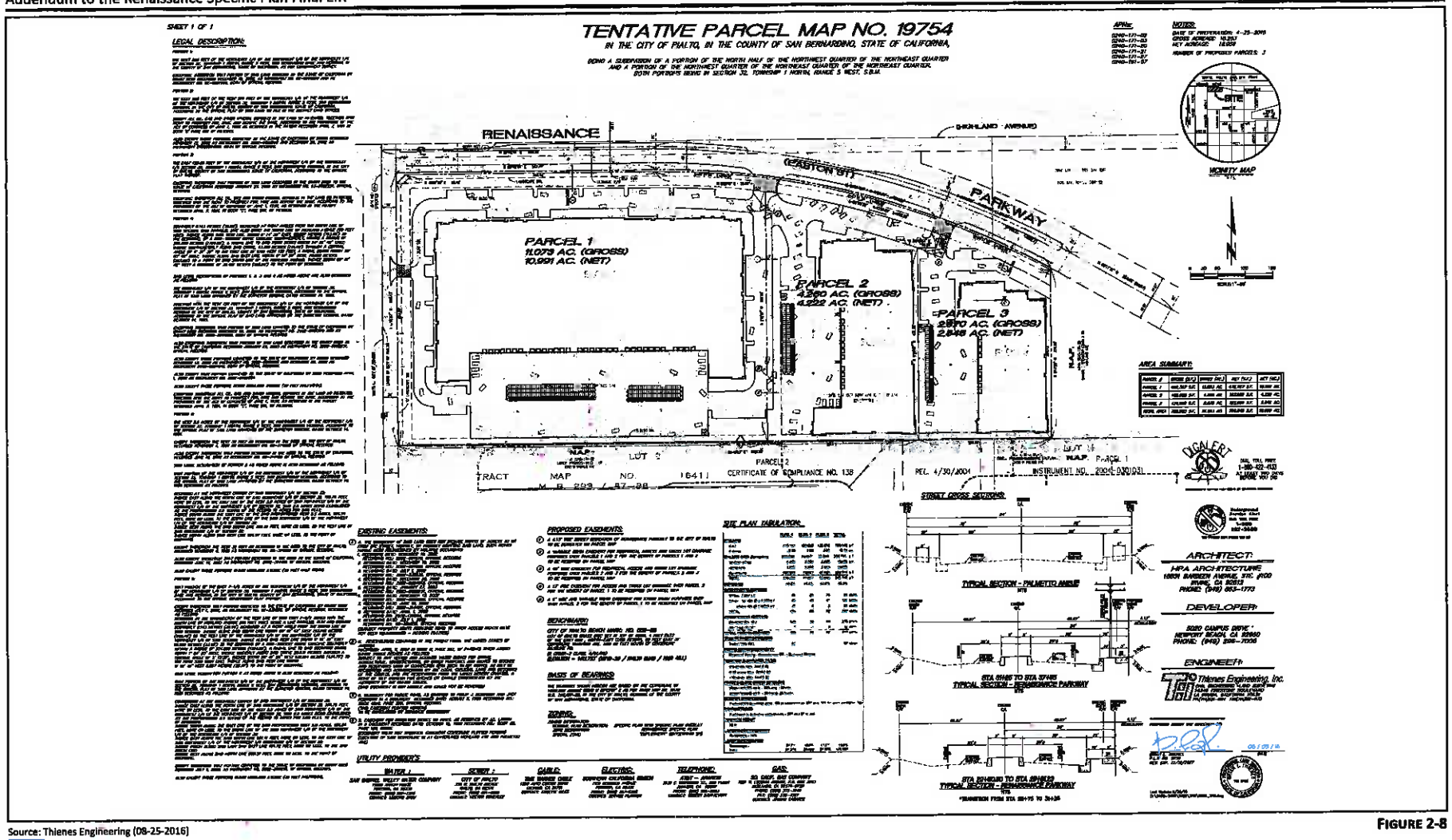
landscaping would be ornamental in nature. A landscaped parkway is proposed for W. Renaissance Parkway along the Project's northern boundary that would be comprised of rock treatment banding and trees shrubs, accents, and groundcover.



Source: City of Rialto (2010)

FIGURE 2-7

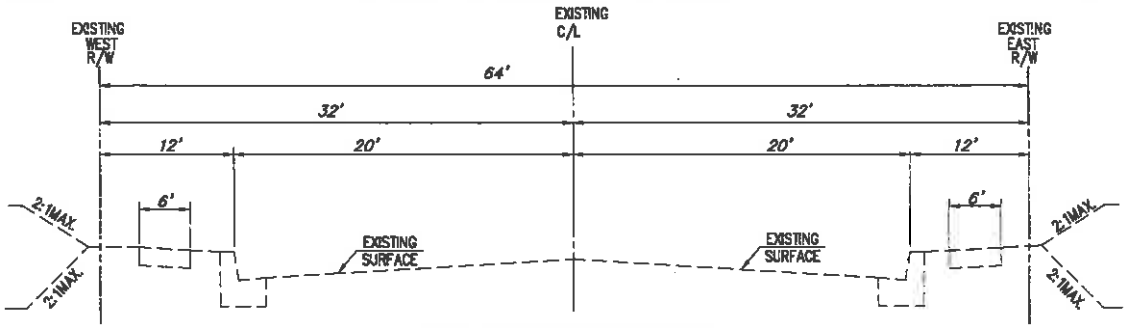
Renaissance Specific Plan Land Use Map



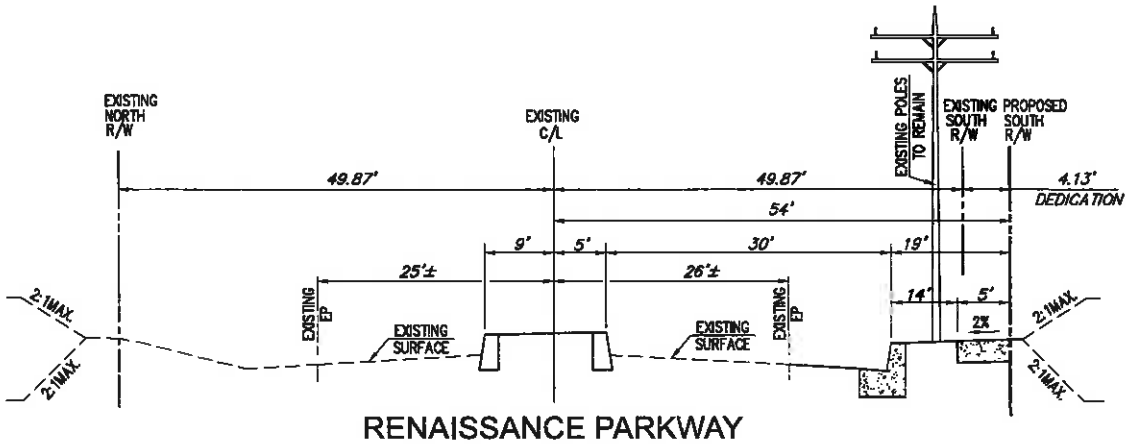
Source: Thienes Engineering (08-25-2016)

FIGURE 2-8

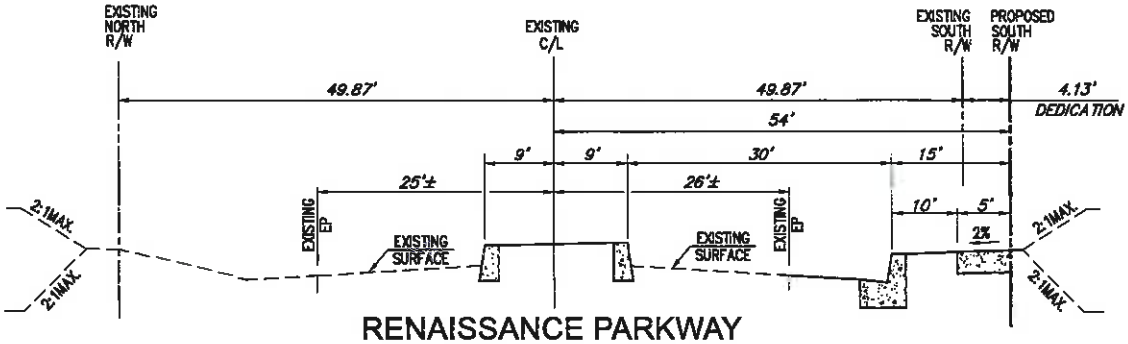
Tentative Parcel Map No. 19754



PALMETTO AVENUE



RENAISSANCE PARKWAY
(STA 31+25 TO STA 37+85)

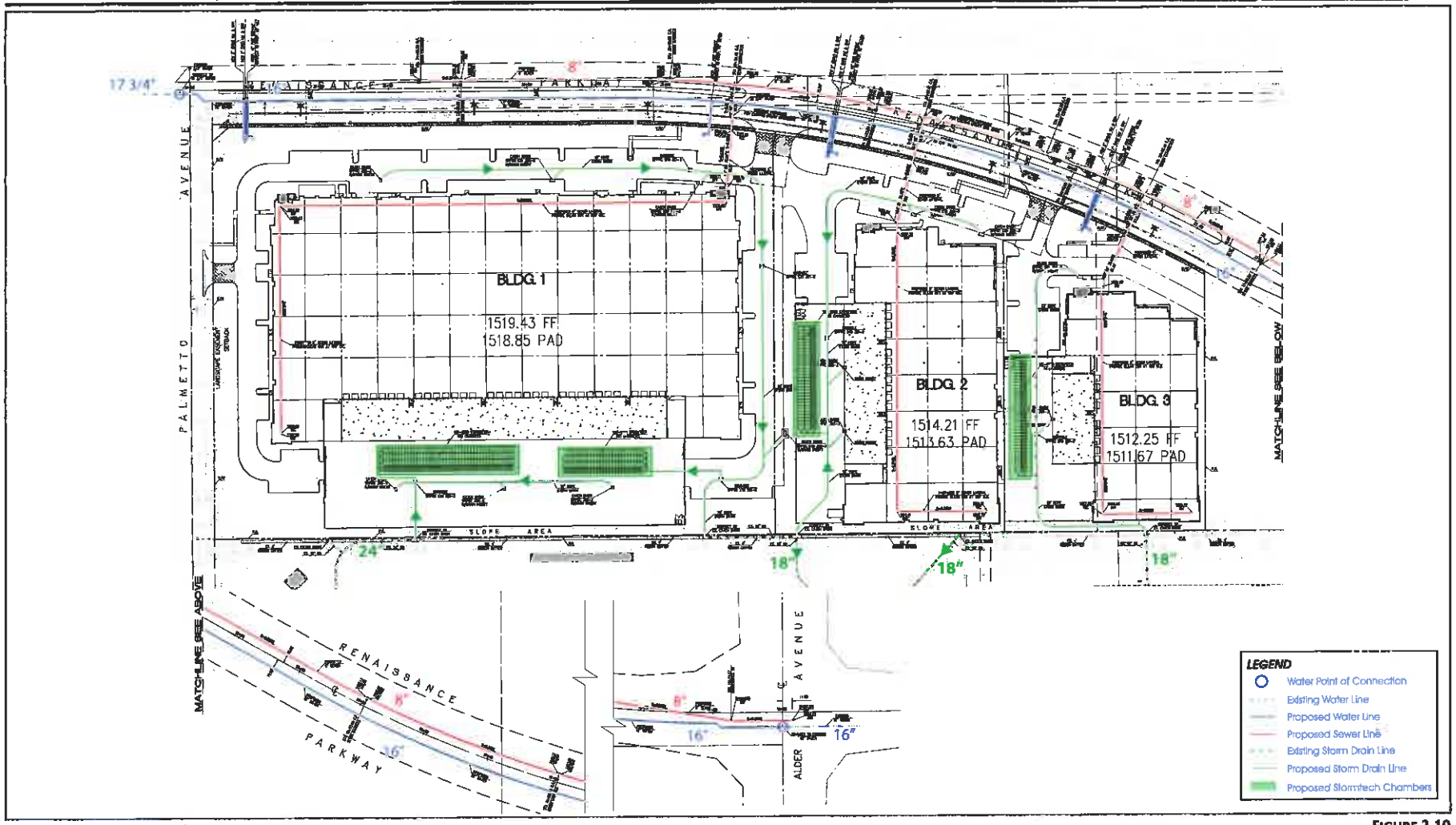


RENAISSANCE PARKWAY
(STA 22+60.80 TO STA 29+91.23)
*Transition from STA 28+75 to 31+25

Source: Thienes Engineering (08-26-2016)

FIGURE 2-9

Roadway Cross-Sections



Source: Thienes Engineering (08-25-2016)

FIGURE 2-10

Conceptual Utility Plan

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, November 9, 2016 **6:00 PM** **CIVIC CENTER**

Members of the public are given an opportunity to speak on any listed agenda items. Please notify the Planning Division if you wish to do so. All agendas are posted in the City Hall Administration Building (150 South Palm Avenue, Rialto, California 92376) at least 72 hours in advance of the meeting. Copies of the staff reports relating to each item on the agenda are on file in the Planning Division, 150 South Palm Avenue, Rialto, California 92376 and are available for public inspection. Any person having a question concerning any agenda item may call the Planning Division (909) 820-2535 to inquire about any item described on the agenda.

NOTICE TO PUBLIC: To speak on Public Hearing Items, fill out a form located at the front counter in the lobby and give it to Development Services Staff. Each person will be allowed three (3) minutes to address the Planning Commission.

Based upon the open meeting laws (the Brown Act), additional items may be added to the agenda and acted upon by the Planning Commission only if it is considered to be a "subsequent need" or "emergency item" and is added by a two-thirds vote. Matters raised under Oral Communications may not be acted upon at that meeting other than as provided above.

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Director of Public Works at (909) 421-7279. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting. [28 CFR 35.102-35.104 ADA Title II]

If you challenge in court any action taken concerning a Public Hearing item, you may be limited to raising only those issues you or someone else raised at the Public Hearing described in this notice or in written correspondence delivered to the City at, or prior to, the Public Hearing. A decision by the Planning Commission may be appealed to the City Council. An appeal must be filed wit

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 16-769 Minutes from the October 26, 2016 Planning Commission meeting

Attachments: PC Minutes 10-26-2016

Public Hearings

1 16-775 ***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 - Draft Resolution of Approval for CDP No. 803
Exhibit I - Notice of Exemption

2 16-746

Conditional Development Permit No. 825: A request to establish a second-hand/thrift store within a 1,416 square foot commercial unit located at 980 W. Bloomington Avenue, Suite A (0128-251-09) within the C-1 (Neighborhood Commercial) zone.

Attachments:
Exhibit A - Location Map
Exhibit B- Thrift Store Locations Exhibit
Exhibit C - Site Plan
Exhibit D - Floor Plan
Exhibit E - Notice of Exemption
Exhibit F - Draft Resolution
16-746 - Exhibit F - Draft Resolution second hand thrift store - PKL comments.doc

3 16-767

Amendment No. 5 to the Renaissance Specific Plan: A request to change the zoning designation of approximately 18.20 gross acres of land (APNs: 0240-171-02, -03, -20, -21, -27 & 0240-191-07) located at the southeast corner of Renaissance Parkway and Palmetto Avenue from Freeway Commercial (FC) within the Renaissance Specific Plan to Business Center (BC) within the Renaissance Specific Plan. An Addendum to the Previously Certified Renaissance Specific Plan Environmental Impact Report (**Environmental Assessment Review No. 16-27**) has been prepared for consideration in conjunction with the project.

Tentative Parcel Map No. 19754: A request to consolidate six (6) parcels of land (APNs: 0240-171-02, -03, -20, -21, -27 & 0240-191-07) located at the southeast corner of Renaissance Parkway and Palmetto Avenue into three (3) parcels of land totaling 18.06 net acres to facilitate the development of one (1) 210,628 square foot warehouse building, one (1) 77,047 square foot warehouse building, and one (1) 53,040 square foot warehouse building. An Addendum to the Previously Certified Renaissance Specific Plan Environmental Impact Report (**Environmental Assessment Review No. 16-27**) has been prepared for consideration in conjunction with the project.

Attachments:
Exhibit A - Location Map
Exhibit B - Tentative Parcel Map No. 19754
Exhibit C - Site Plan
Exhibit D - Floor Plans
Exhibit E - Building Elevations
Exhibit F - Conceptual Landscape Plan
Exhibit G - Addendum to the RSP FEIR
Exhibit H - Draft Resolution for EAR No. 16-27
Exhibit I - Draft Resolution for RSP AMD No. 5
Exhibit J - Legal Description
Exhibit K - Draft Resolution for TPM No. 19754

Action Items

Planning Division Comments

Next Meeting Date: November 23, 2016

Planning Commission Comments

Adjournment

City of Rialto

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

Legislation Text

File #: 16-769, Version: 1

Minutes from the October 26, 2016 Planning Commission meeting

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CITY OF RIALTO

THE REGULAR MEETING MINUTES OF PLANNING COMMISSION

October 26, 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 26, 2016.

o0o

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.

o0o

CALL TO ORDER

Chair Gutierrez called the meeting to order at 6:01 p.m.

o0o

PLEDGE OF ALLEGIANCE

Chair Gutierrez led those present in the salute to the flag.

o0o

ROLL CALL

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

Present:
Chair Jerry Gutierrez
Vice Chair John Peukert
Commissioner Dale Estvander
Commissioner Frank Gonzalez
Commissioner Al Twine
Commissioner Pauline Tidler

Absent:
Commissioner Artist Gilbert

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

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ORAL COMMUNICATIONS

Chair Gutierrez 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 she had none at this time.

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PLANNING COMMISSION MEETING MINUTES

Chair Gutierrez stated that the next item on the agenda is Planning Commission meeting minutes. Chair Gutierrez 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 Gonzalez to approve the minutes of the October 12, 2016, Planning Commission meeting. Motion carried 5-0-1. Chair Gutierrez abstained. Commissioner Gilbert was absent.

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PUBLIC HEARINGS

Chair Gutierrez stated that the next item on the agenda is **Conditional Development Permit No. 803.**

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Planning Manager, Gibson-Williams stated that she would present the item on behalf of the Associate Planner, Daniel Casey. The staff report was presented in the form of a PowerPoint presentation. The following items were covered in the presentation relating to Conditional Development Permit No. 803.

The Project Site is one (1) parcel – APN: 0239-193-11 on 4.80 gross acres located at the southeast corner of Locust Avenue Lowell Street. The Project Proposal is a storage yard for trucks and trailers (14,574 square foot building, 3,822 square foot office, 3,252 square foot storage, 7,500 square foot maintenance/repair. The site is designed to hold 61 trailer spaces which will be enclosed by solid block wall – 12 feet high (West Side) and 10 feet high (All other sides).

The Elevations are:

- Footprint articulation – North, south, and west sides of building
- Height Variation – 28 feet (Articulated Portions) / 26 feet (All other walls)
- Concrete Tilt-Up Walls
- Two (2) paint colors
- Primary Color – light gray
- Accent Color – medium blue
- Panel Reveals
- Glazing

PUBLIC HEARINGS

There are 2 (two) access points. One access point is located at Locust Avenue (North driveway) – Full access serving trucks. The second access point is located at Locust Avenue (South driveway) – Full access serving employees and visitors.

Regarding parking, the number of spaces required is 35. However, the applicant proposes 37. Resulting in a total of 2 (two) "over-parked" spaces.

Landscaping is also very important when it is next to residential. The landscape details are as follows:

- 10.6% landscape coverage
- 31-foot landscape setback on Locust Avenue
- 15-foot landscape buffer at rear of property – Italian Cypress Trees
- Abundance of trees, shrubs, and ground cover

Eddie's Trucking Company will operate according to the following schedule:

Truck Operations
2:00 a.m. Dispatch - Monday through Saturday
3:00 p.m. Return - Monday through Friday
10:00 a.m. Return - Saturday
Office Operations
8:00 a.m. to 5:00 p.m. - Monday through Friday
8:00 a.m. to 12:00 p.m. - Saturday
Repair Operations
7:00 a.m. to 4:00 p.m. - Monday through Friday
7:00 a.m. to 11:00 p.m. - Saturday
Closed every Sunday

The Development Review Committee reviewed the project on February 24, 2016, and recommended approval subject to the applicant revising various design features. All of the required revisions have been incorporated into the project plans. The Transportation Commission reviewed the project in October and approved the traffic study prepared for the project. The study estimates a total of 450 daily trips with 129 at the a.m. peak hour and 126 at the p.m. peak hour. No reduction to any level of service will occur upon completion of the project. Additionally, the project is consistent with the Planned Industrial Development (I-PID) zone. A 10-foot block wall and a 15 foot landscaped planter will provide a buffer for the adjacent single-family residences. The Project is categorically exempt pursuant to CEQA Section 15332 (In-Fill Development Projects). A Notice of Exemption has been prepared. The project is exempt because it is less than five (5) acres.

Planning Manager, Gibson-Williams stated that it is staff's recommendation that the Planning Commission adopt the attached resolution to approve Conditional Development Permit No. 803 to allow the development of a truck

PUBLIC HEARINGS

and trailer storage yard, including the construction of a 14,574 square foot industrial building subject to the findings and conditions therein.

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Chair Gutierrez asked if there were any questions of staff.

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Commissioner Gonzalez asked if there should be a 3rd light.

Planning Manager, Gibson-Williams replied and stated that accordingly to the Traffic Study there is not one required due to the number trips. The Transportation Commission did not condition the project to install a street signal. The applicant will, however, be required to pay fair share contributions because the land is vacant. In terms of street improvements, the streets will be widen to its ultimate wide away.

Vice Chair Peukert asked for clarification on the height of the wall and expressed his concern regarding the business's proposed (early morning) operating hours.

Commissioner Tidler commented that the highest wall should be closest to the neighboring homes.

Planning Manager, Gibson-Williams provided a scenario that if the wall is too high, this may block out sunlight to neighboring residents.

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Chair Gutierrez declared the public hearing open. Three (3) individuals addressed the Commission.

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The Architect, Guillermo Calvillo, and two (2) Rialto residents addressed the Commission.

Commissioner Estvander asked what is going to be parked on the site. Mr. Calvillo replied and stated that the site is going to be used to park empty trucks. The nature of the business is sand and gravel.

Vice Chair Peukert asked Ms. Gibson-Williams if staff can add a condition restricting the stacking of empty containers. Ms. Gibson-Williams replied and stated yes, we can that as part of the conditions.

PUBLIC HEARINGS

Vice Chair Peukert also asked Ms. Gibson-Williams if she can provide further clarification on sound and how it travels. Ms. Gibson-Williams briefly analyzed the potential sounds on site and stated that sounds travels in a straight line. She explained further details in relation to sound and highlighted that the Cypress Trees are tall and bushy which will help absorb any sound.

Commissioner Tidler inquired if the trees will be planted on site and asked about the size of the trees.

Ms. Gibson-Williams replied and stated that the trees will be planted and maintained on the inside of the wall. We will ask the applicant to plant 36 inch and 48 inch boxed trees.

Commissioner Tidler commented that she appreciated Ms. Gibson-Williams details regarding the geometry of the wall regarding the wall height. A wall that is too high may obstruct natural sunlight and in turn provide excess shade in the neighboring yards. Commissioner Tidler stated that she would like to retrieve her previous comment about the wall.

Chair Gutierrez asked if there are any additional questions of staff. There were none. He asked that if there was anyone who would like to speak, needs to fill out a form.

The first resident expressed his concerns regarding the noise of the diesel trucks, personal view of the mountains, traffic, and level of the height of the building.

Ms. Gibson-Williams stated that the height of the building is not taller than a typical house. It is a condition that will follow and be reviewed by the Development Review Committee (DRC).

Mr. Calvillo stated that the yard has a capacity for 61 trucks. 61 of those would be drivers and that there will be approximately six (6) people staffed in the office. The trucks are leaving from 2 a.m. – 7 a.m., but not at the same time.

Chair Gutierrez asked Mr. Calvillo if they are operating a similar business near the City.

Mr. Calvillo replied and stated yes in San Bernardino and are looking to expand to the City of Rialto.

The second resident expressed his concerns regarding the lights on the building and stressed the importance of having a light placed at Locust and Casa Grande. The resident shared that there are many children from the Middle School that cross this street and the traffic is very heavy. The City needs to take action before it is too late. Lastly, he commented that there is a truck storage location nearby that stores metal junk and dismantled truck parts which brings down the

PUBLIC HEARINGS

value of the homes. The resident also shared that he has photos of the site and stated he would like to share them with the City.

Chair Gutierrez stated that he really appreciates when citizens come out to these meetings. The Planning Commission is appointed by the City Council to look at these matters to see if standards and conditions of the City are being met. But, the Planning Commission is not the final approval of these items. The City Council are your elected officials who represent the City and the Chair encourages citizens to reach out to them.

Chair Gutierrez also kindly informed the resident that if he does not want to wait for the light to be installed, he is more than welcome to go to the City Council meeting and voice your opinion and concerns. Additionally, the Chair encourages citizens to reach out to their Area Command Officer(s) who is responsible for designated areas within the City. The Chair briefly commented that he will be more than happy to answer any specific questions after this meeting.

Commissioner Tidler stated that the resident can share the pictures with Ms. Gibson-Williams and share them with Code Enforcement. Commissioner Tidler thoughtfully explained to the resident that roads and street concerns should be taken to the Transportation Commission. The Transportation Commission meets the first Wednesday of every month here in this room. The Commission cannot respond or answer that night, but can agenized for a later time.

Chair Gutierrez stressed that the Transportation Commission are appointed officials and are not elected. The elected officials are ultimately responsible for the City and how it is being managed.

Commissioner Estvander asked the City Attorney, Lee, “theoretically” can staff condition this property and the next 3 developments so that the funds are there to place in a signal light.

City Attorney, Lee replied and stated yes. The City does impose Traffic Mitigation Fees for all the projects coming in, but is not sure if those fees are directly used for future signals. It is something that will need to be clarified.

Ms. Gibson-Williams stated that according to the Transportation Commission’s report, there is not significant traffic impacts therefor; there is no condition to install a signal.

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Chair Gutierrez stated that he would like to entertain a motion to close the public hearing.

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PUBLIC HEARINGS

Motion by Commissioner Estvander, seconded by Commissioner Gonzalez that the public hearing be closed. Motion carried 6-0. Commissioner Gilbert was absent.

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City Attorney, Lee and Ms. Gibson- Williams reiterated the issues that need to be changed in the resolution:

- Mature Cypress trees (36 inch and 48 inch box) are required to be planted on the eastern side of the property line every 8 feet
- Buffering for noise reduction with appropriate landscaping
- Striped parking lot
- No stacking
- Lighting on building revisions (For security reasons, the applicant may install low lighting)

Ms. Gibson-Williams stated that the site plan needs to be labeled as such.

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Motion by Commissioner Estvander, seconded by Commissioner Twine to bring back the resolution after all the items are added and bring it back to the next Planning Commission meeting. Motion carried 6-0. Commissioner Gilbert was absent.

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Ms. Gibson-Williams directed Assistant Planner, Rosas to provide the resident with her contact information.

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Planning Manager, Gibson-Williams stated that the applicant of the next item on the agenda is requesting a continuance of **Tentative Parcel Map No. 19407, Conditional Development Permit No. 801, and Variance No. 713** to the November 30th Planning Commission meeting.

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Motion by Commissioner Estvander, seconded by Commissioner Twine to approve a continuance of Tentative Parcel Map No. 19407, Conditional Development Permit No. 801, and Variance No. 713 to the November 30th meeting.

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PLANNING DIVISION COMMENTS

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

Planning Manager, Gibson-Williams stated that the first announcement is that we have heard from Target. Target is somewhat reluctant to meet in a Public Hearing format; due to scheduling, Target is due to come here in November and will meet with Robb beforehand.

The Commission and Planning Manager discussed the ongoing issues as they relate to the Target facility- various courses of action if Target does not take responsibility and the location of the next public hearing meeting.

Vice Chair Peukert expressed his concerns with the children crossing the street and truck traffic issues at Locust Avenue. This is a big concern that the resident brought forward and needs to be addressed. The City needs to be proactive and have professional interaction with other Commissions and Area Command Officers.

Planning Manager, Gibson-Williams stated that she will reach out to Robert Eisenbeisz to formally submit a request to the Transportation Commission.

The majority of the Commission highly expressed their interests that they would like to be educated more on the determination as they relate to traffic studies and project requirements.

Commissioner Estvander expressed his thoughts that the only valid complaint at tonight's meeting was in regards to the kids crossing the street. When people buy a new house, they go through a system, and it is called a white slip. A white slip is a permit by the state for a house to be built on that lot. People receive a booklet with everything in the area- City dump, ammo, earthquake faults so people cannot come to a Planning Commission and say that you did not know. All the new houses receive a white report. People know where the dumps are and know that it is a trucking street and know all of this. In short, he would like to see a signal light up there.

Commissioner Tidler expressed her thoughts that a signal light is fine, but until there are certain improvements on that street, a signal is not going to make any difference. The intersection at Casa Grande is not safe for kids to walk.

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PLANNING COMMISSION COMMENTS

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

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Planning Manager, Gibson-Williams stated that the Mayor extended an invitation to the Commission to attend the South Coast AQMD conference in

PLANNING COMMISSION COMMENTS

Los Angeles on November 16, 2016. The conference is related to the Environmental Justice and Air pollution and admission is free.

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ADJOURNMENT

Motion by Commissioner Estvander, seconded by Vice Chair Peukert and carried by a 6-0 vote that the meeting be adjourned. Commissioner Gilbert was absent.

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The Regular Planning Commission meeting adjourned at 7:34 p.m.

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Commission Secretary, Angela Morales
Planning Commission

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Chair, Jerry Gutierrez
Planning Commission

File #: 16-775, **Version:** 1

For the Planning Commission Meeting of November 9, 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.

Planning Commission
On October 26, 2016, the Planning Commission held a public hearing regarding Conditional Development Permit No. 803. At the hearing, the Planning Commission heard testimony from two (2) concerned residents. Specifically, the resident voiced concerns with respect to noise generated by the trucks during the early morning hours, aesthetic views, light pollution, and traffic. A discussion of the resolution to the resident's concerns is included in the Analysis/Discussion portion of the staff report.

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 7:00 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 PlanCheck/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. The proposed project should not negatively affect the surrounding properties since the Applicant will install landscape buffering and block wall screening. 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.

Amended Draft Resolution of Approval
As previously mentioned, on October 26, 2016 the Planning Commission took testimony on Conditional Development Permit No. 803 from two (2) concerned residents. The Planning Commission subsequently directed the applicant to revise the project plans and directed staff to revise the Draft Resolution of Approval to include conditions of approval that would address the residents' concerns. As such, the project plans and the Draft Resolution of Approval for Conditional Development Permit No. 803 (**Exhibit H**) now incorporate the following conditions of approval:

1. The easternmost row of parking is adjacent to a residential use and shall be restricted from truck dispatch and operations in accordance with the City's Noise Ordinance. Trucks parked in the easternmost row shall not be dispatched or operated before 6:00 a.m. and after 3:00 p.m. six (6) days a week. Trucks parked in all other rows shall not be dispatched or operated before 2:00 a.m. and after 3:00 p.m. six (6) days a week. The easternmost parking row shall be striped and signs shall be posted within the yard stating "No dispatch or operations before 6:00 a.m.". All drivers shall be notified of this noise restriction in writing.

2. The use shall be limited to the operation, maintenance, and repair of rock quarry related trucks and trailers only.

3. Trailers shall be stored empty at all times.

4. Trailers shall not be stacked on top of one another at any time.

5. A minimum of one (1) Cupressus Sempervirens "Italian Cypress" tree shall be installed every eight (8) linear feet within the fifteen (15) foot wide planter along the entire east property line of the Site. Fifty (50) percent of the trees shall be thirty-six (36) inch box in size and fifty (50) percent of the trees shall be forty-eight (48) inch box in size. The trees shall be identified on the formal Landscape Plan submittal prior to the issuance of building permits.

6. One (1) year after the date of approval, the Planning Commission will review the operation to determine compliance with all conditions of approval of the Conditional Development Permit. Thereafter, the Planning Commission will review the operation on an annual basis.

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 I**).

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 H**) 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

- STORAGE YARD FOR 61 EMPTY QUARRY/CONSTRUCTION MATERIAL VEHICLES (TRUCK AND TRAILER).
- 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

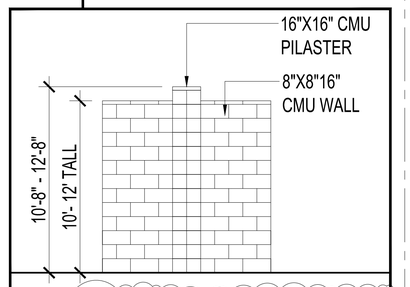
BUILDING OCCUPANCY & TYPE:
OFFICE: B / V-B
WAREHOUSE/ SHOP: S-1 / I-A
ZONING: RIALTO AIRPORT SPECIFIC PLAN
NUMBER OF EMPLOYEES: N/A
APN: 0239-193-11-0-000

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

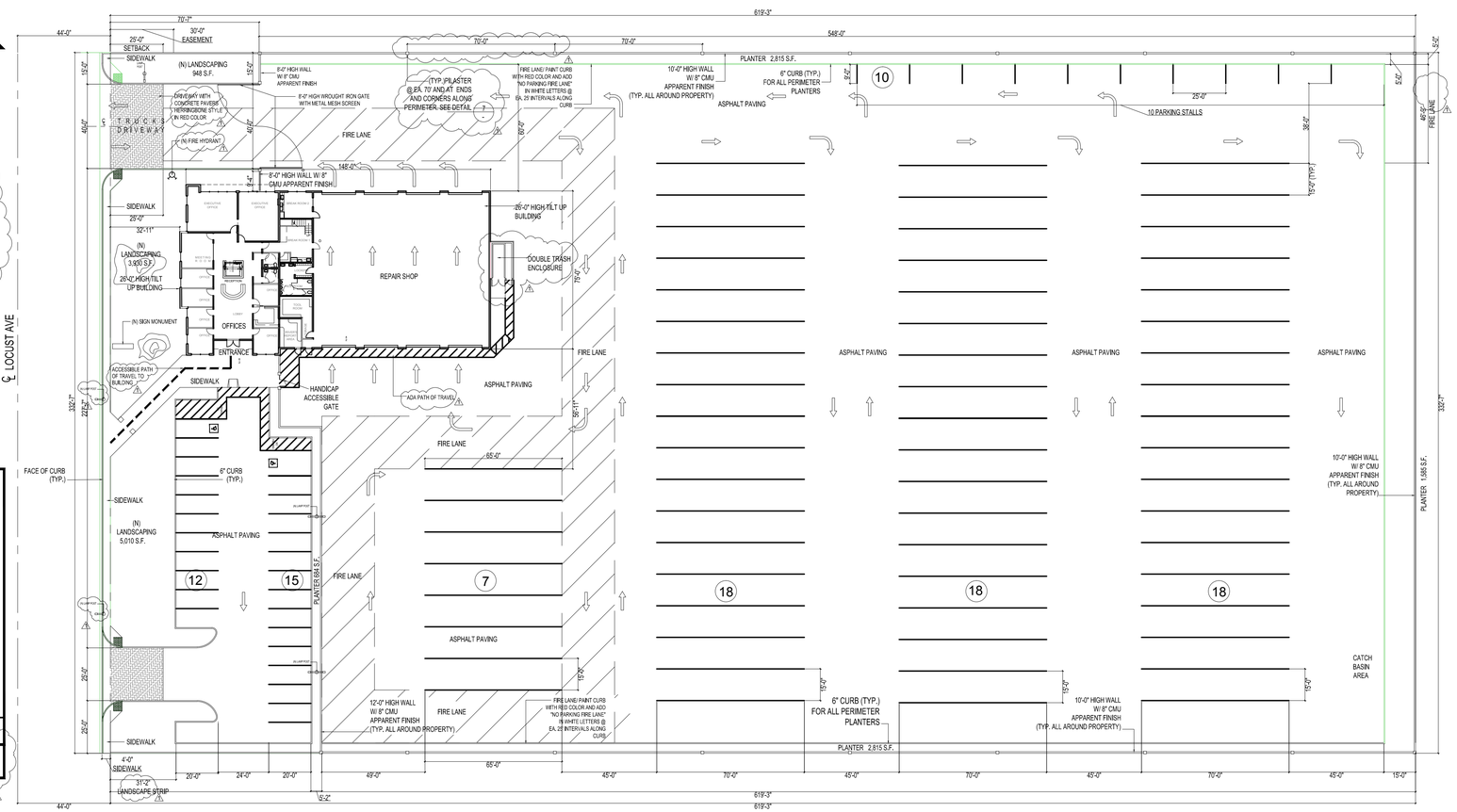
TRUCK RESTRICTIONS:

- TRUCKS PARKED WITHIN THE EASTERN-MOST ROW SHALL NOT OPERATE BETWEEN THE HOURS OF 3:00 P.M. AND 6:00 A.M. SEVEN DAYS A WEEK.
- TRUCKS PARKED WITHIN ALL OTHER ROWS SHALL NOT OPERATE BETWEEN THE HOURS OF 3:00 P.M. AND 2:00 A.M. SEVEN DAYS A WEEK.
- STORAGE AND USE OF ROCK QUARRY TRUCKS AND TRAILERS ONLY.
- ALL TRAILERS TO BE STORED EMPTY AT ALL TIMES.

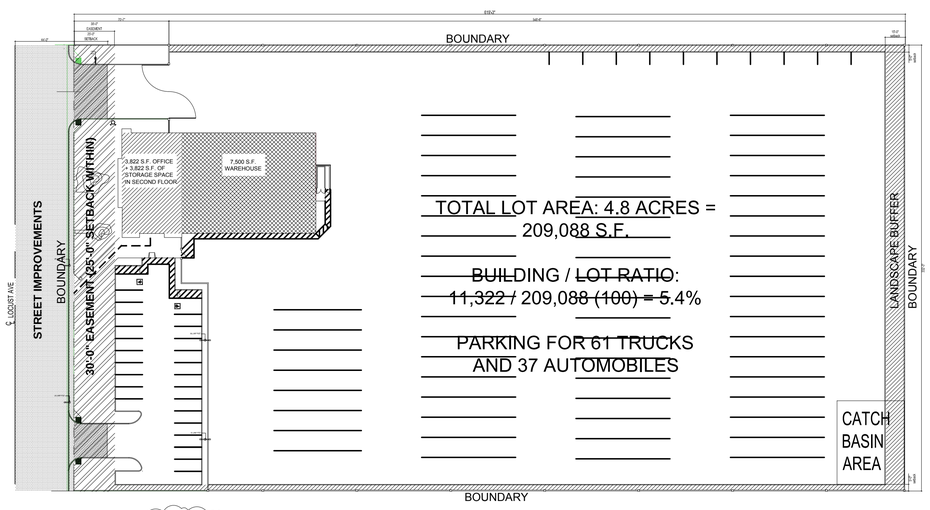


FENCE WALL PILASTER DETAIL N.T.S. | 7

SCOPE OF WORK & PROJECT DATA | 5



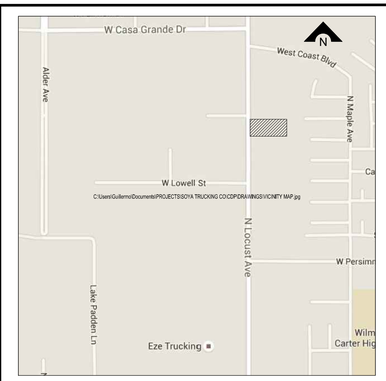
S I T E P L A N | SCALE: 1/32" = 1'-0" | 1



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.

S E T B A C K S & E A S E M E N T S | 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

U T I L I T I E S | 4

L A N D U S E | 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
2	CCS	11/03/16	NOTE ADDED FOR TRUCK RESTRICTIONS PER CITY ATTORNEY.

PRINTS ISSUED

CALVILLO CONSULTING SERVICES
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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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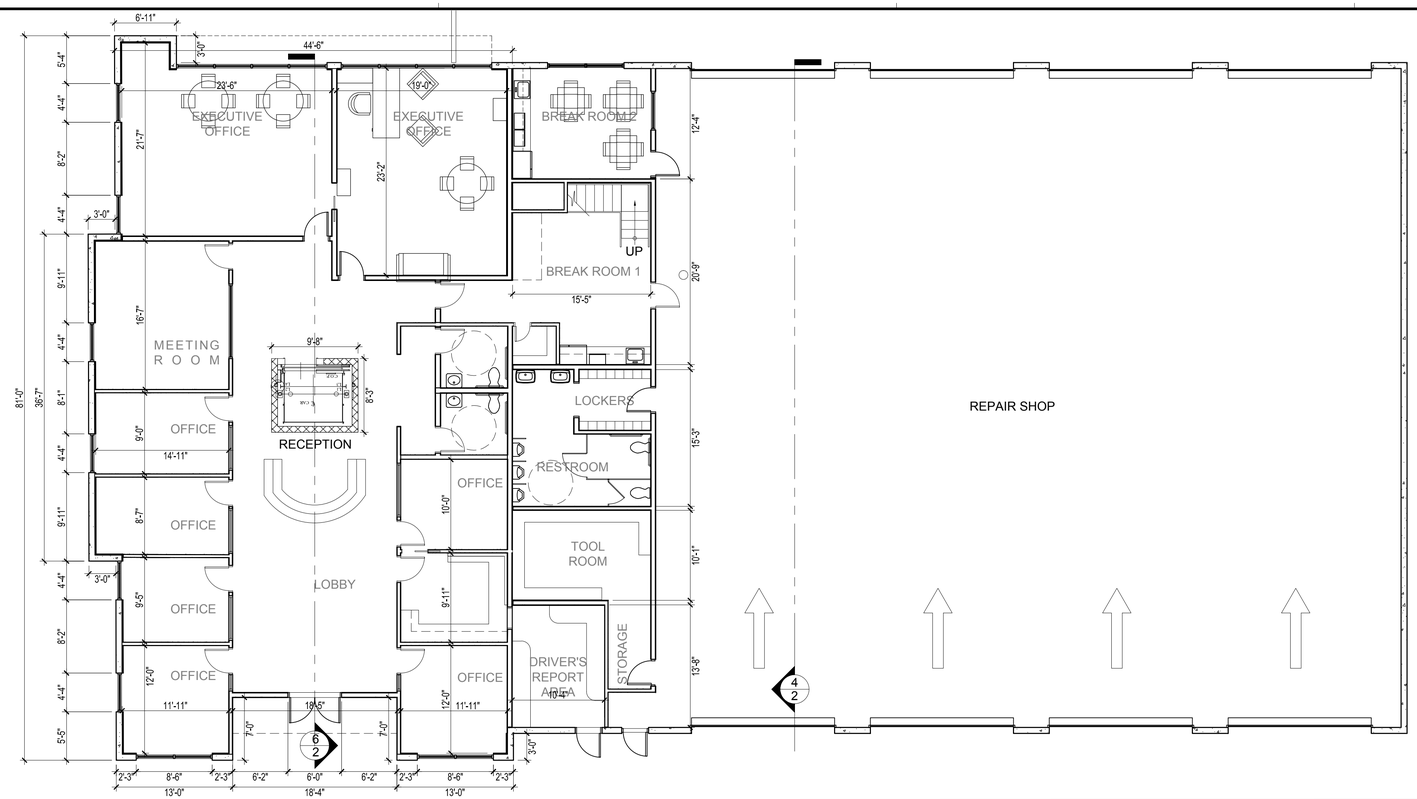
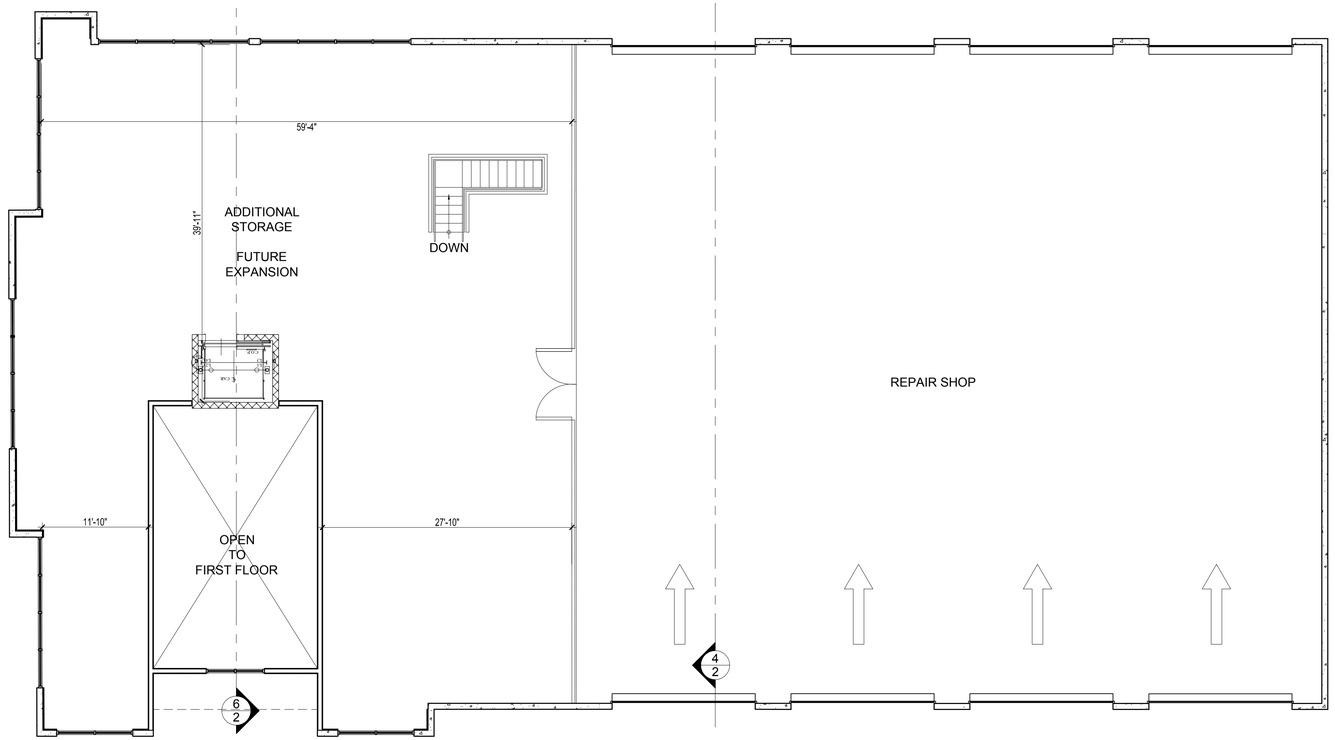
DRAWING NUMBER
1
OF 7 DRAWINGS



FIRST FLOOR PLAN

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



SECOND FLOOR PLAN

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

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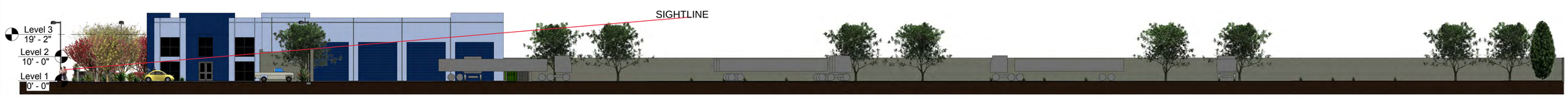
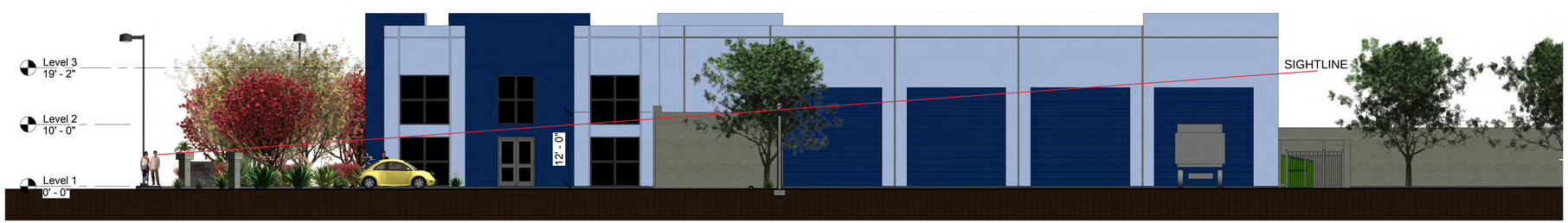
1 NE WITH TRUCKS
12" = 1'-0"



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



3 Section 8
1" = 10'-0"

REVISIONS	PRINTS ISSUED

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Phone 951. 990. 5705 Fax 909. 596. 3129
CalvilloConsulting@yahoo@outlook.com

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

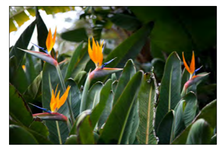
MIX OF GRASS AND SALVIAS
GRAVEL GROUNDCOVER AND BOULDERS

SALVIA X-SUPERBA

SALVIA NEMOROSA WESUWE

AGAVE ATTENUATA

AGAVE VICTORIAE-REIGINAE



CRANE LILY

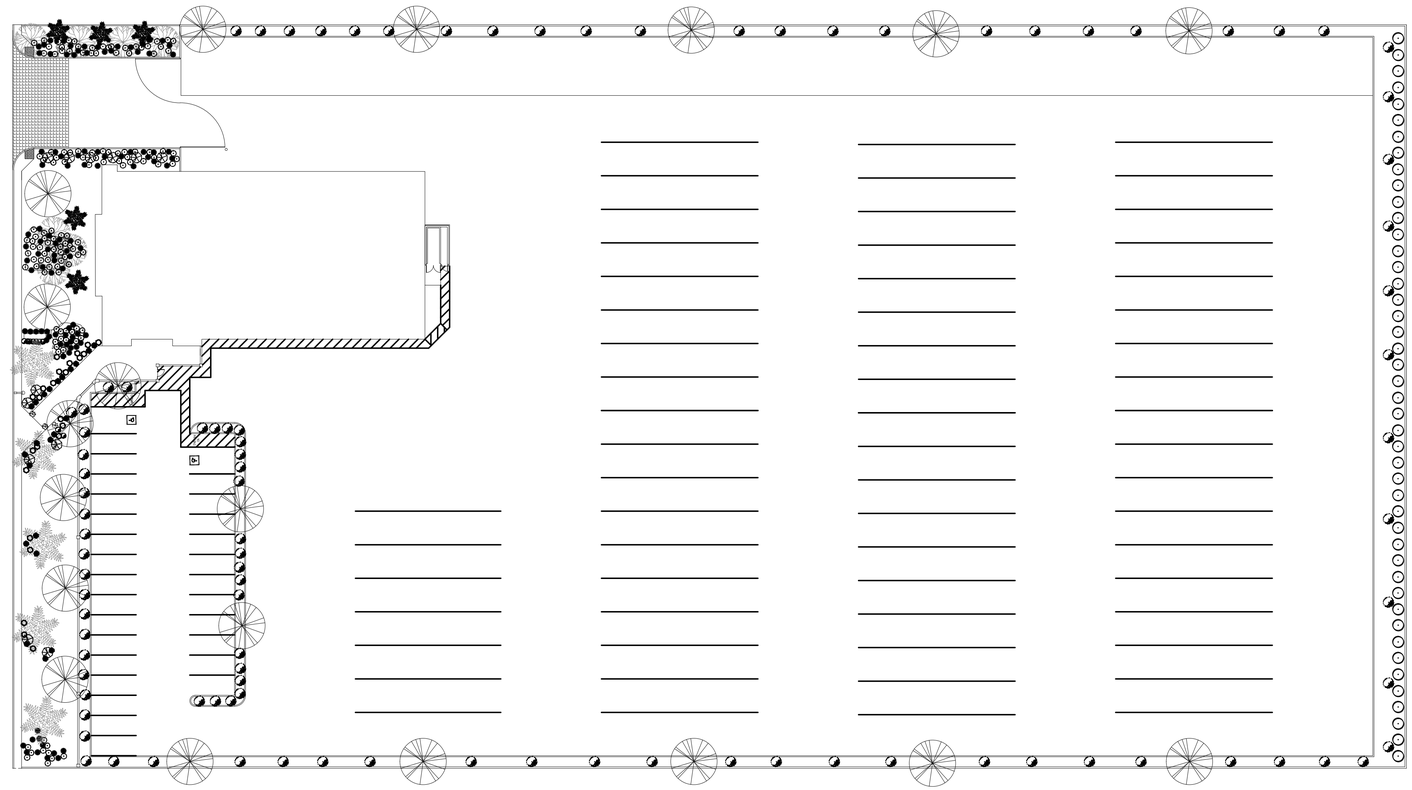
YUCCA FAXONIANA

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 36" BOX MIN. 2
- PALMA WASHINGTONEA

REVISION NO.	BY	DATE	DESCRIPTION
2	CCS	11/03/16	ADDED SIZE OF BOX FOR ITALIAN CYPRESS

PRINTS ISSUED

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calvilloconsulting@services@yahoo.com

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

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

DRAWING CONTENTS
CONCEPTUAL LANDSCAPE PLAN

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DRAWING NUMBER 5 OF 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").

Prepared by _____
(signature)

Sandhya Perumalla
(949) 923-6074

Reviewed by _____
(signature)

Cathy Lawrence, PE
(949) 923-6064

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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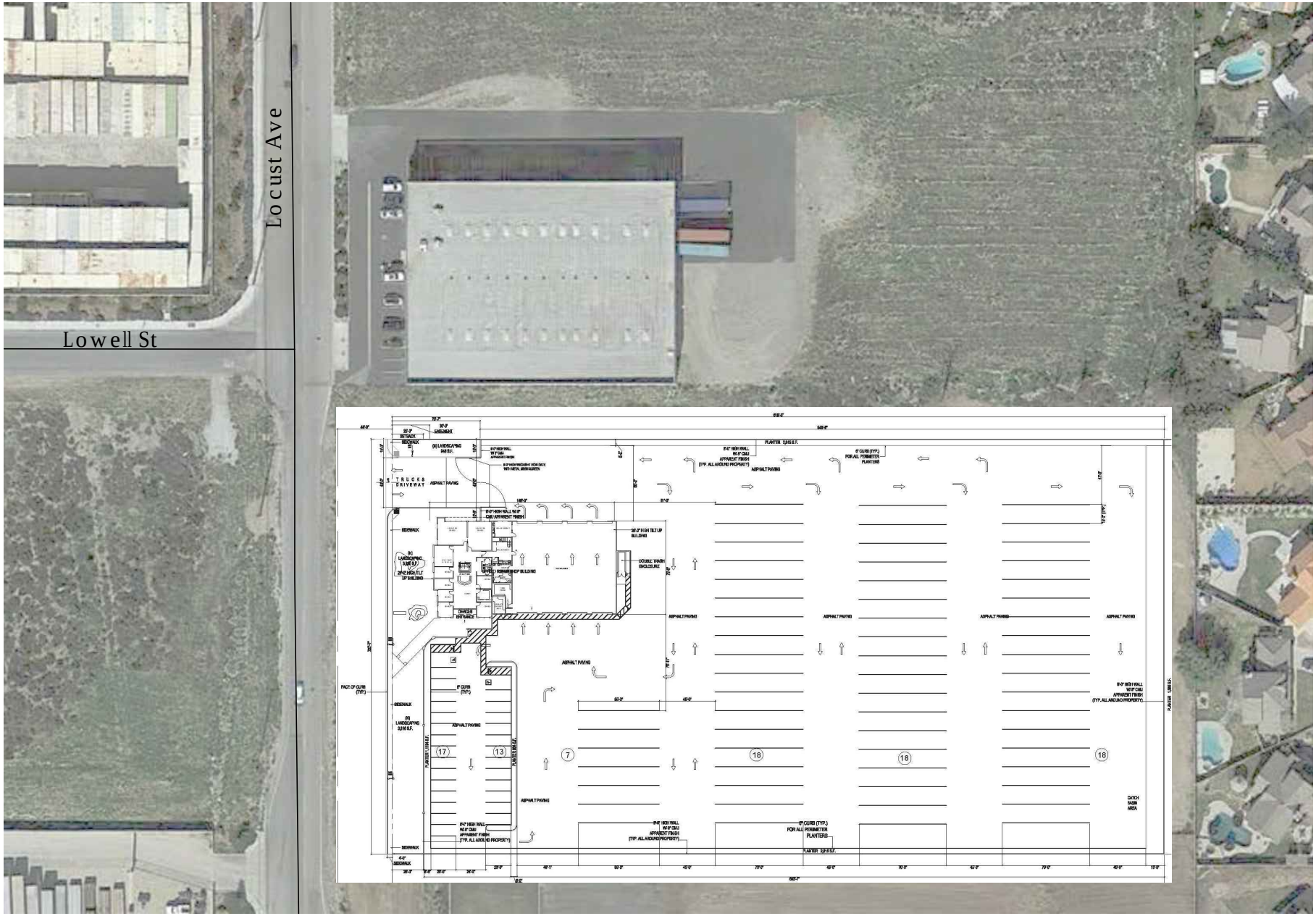
Figure 1

Project Location Map

1.2



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

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Stantec

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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

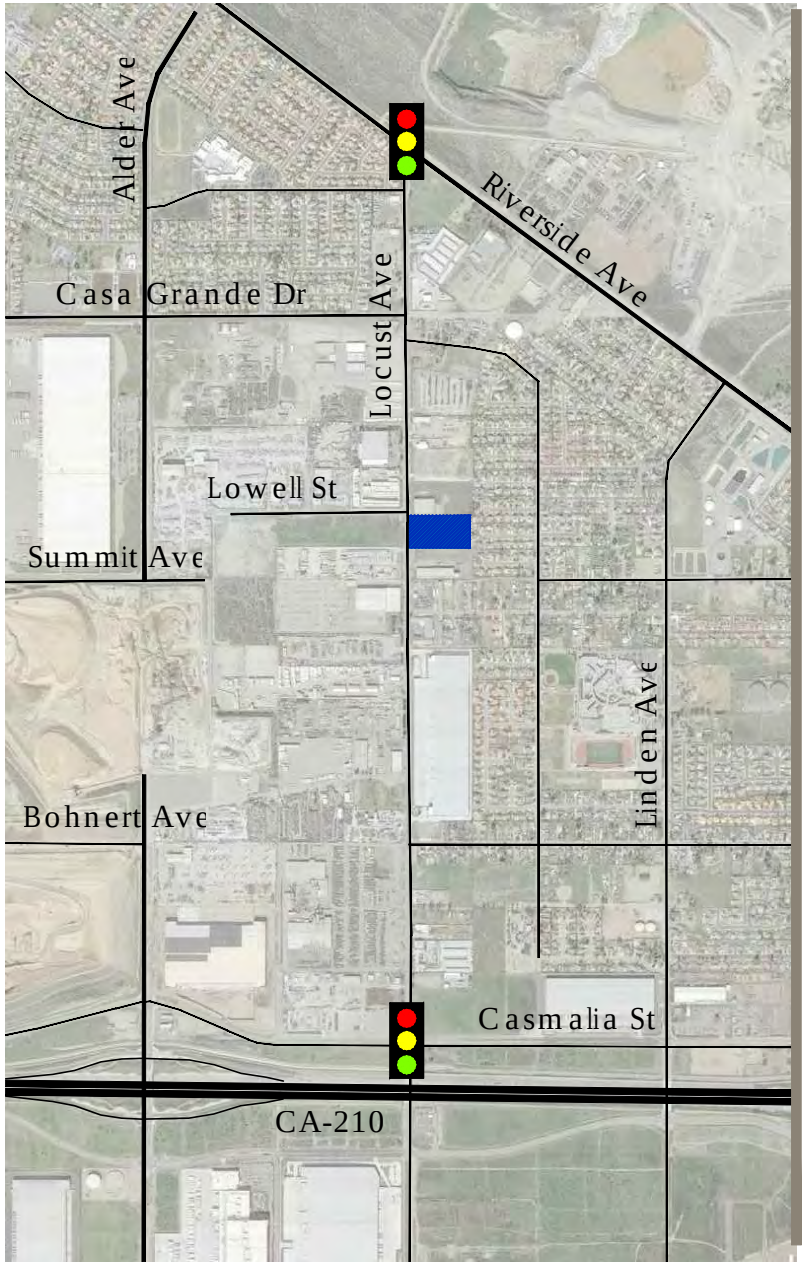
Figure 4 illustrates the AM and PM peak hour volumes during existing conditions at each study area intersection. The 24-hour midblock average daily traffic (ADT) volume was also collected at two locations on Locust Avenue, north and south of the project site. The count data sheets can be found in the 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.

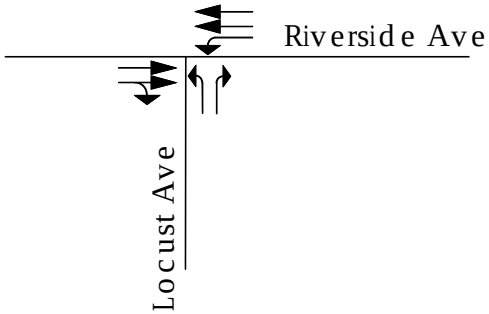
Figure 5 depicts the General Plan Circulation Element in the project vicinity.

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





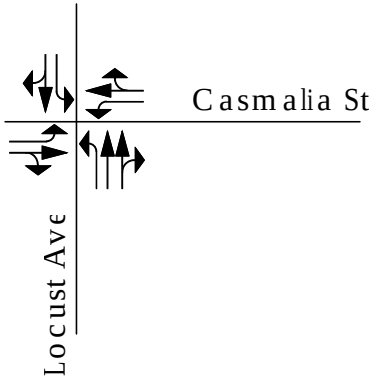


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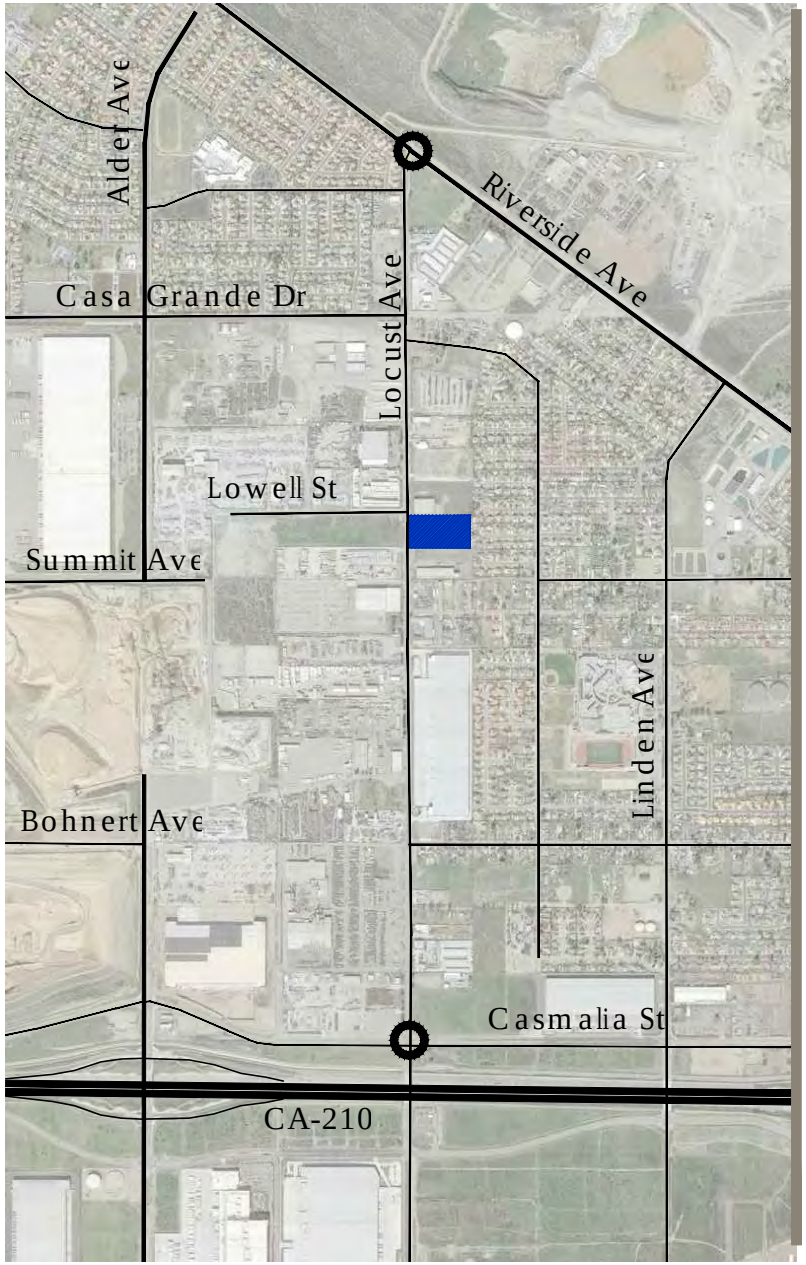
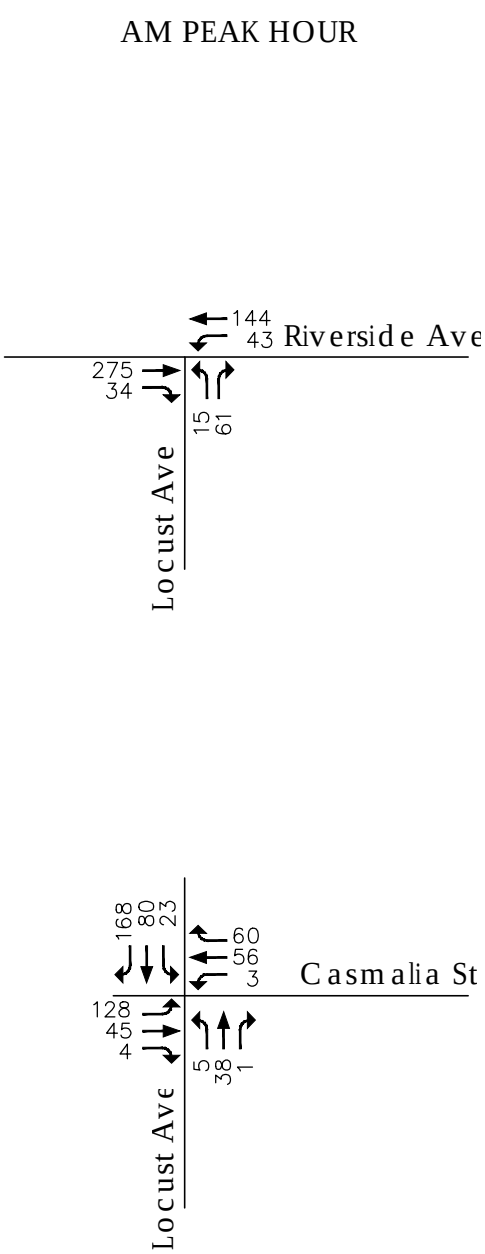
Figure 3

Traffic Controls and Lane Geometry - Existing Conditions

2.2





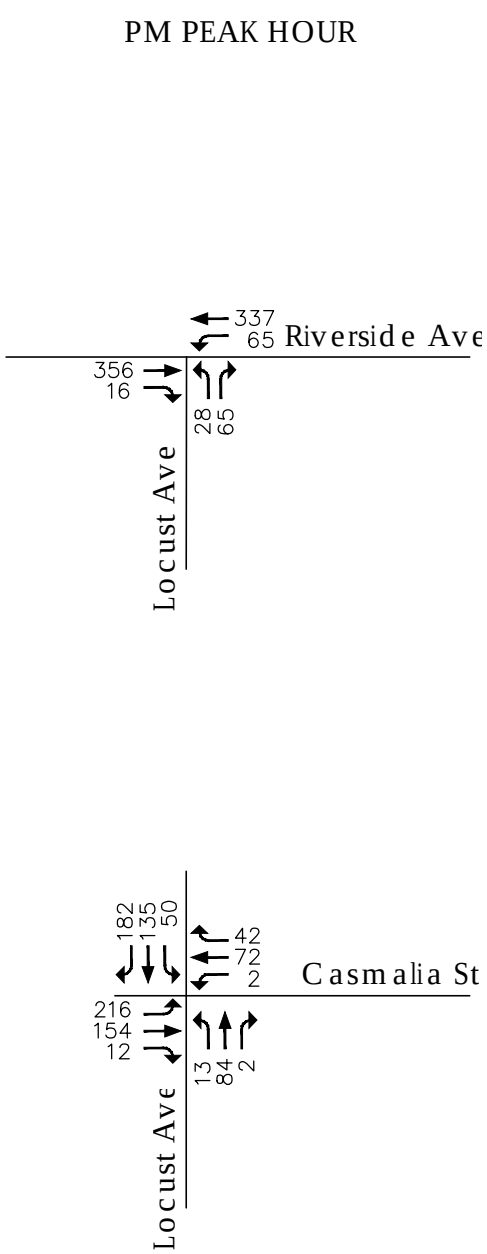


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Figure 4

AM & PM Peak Hour Volumes - Existing Conditions

2.3

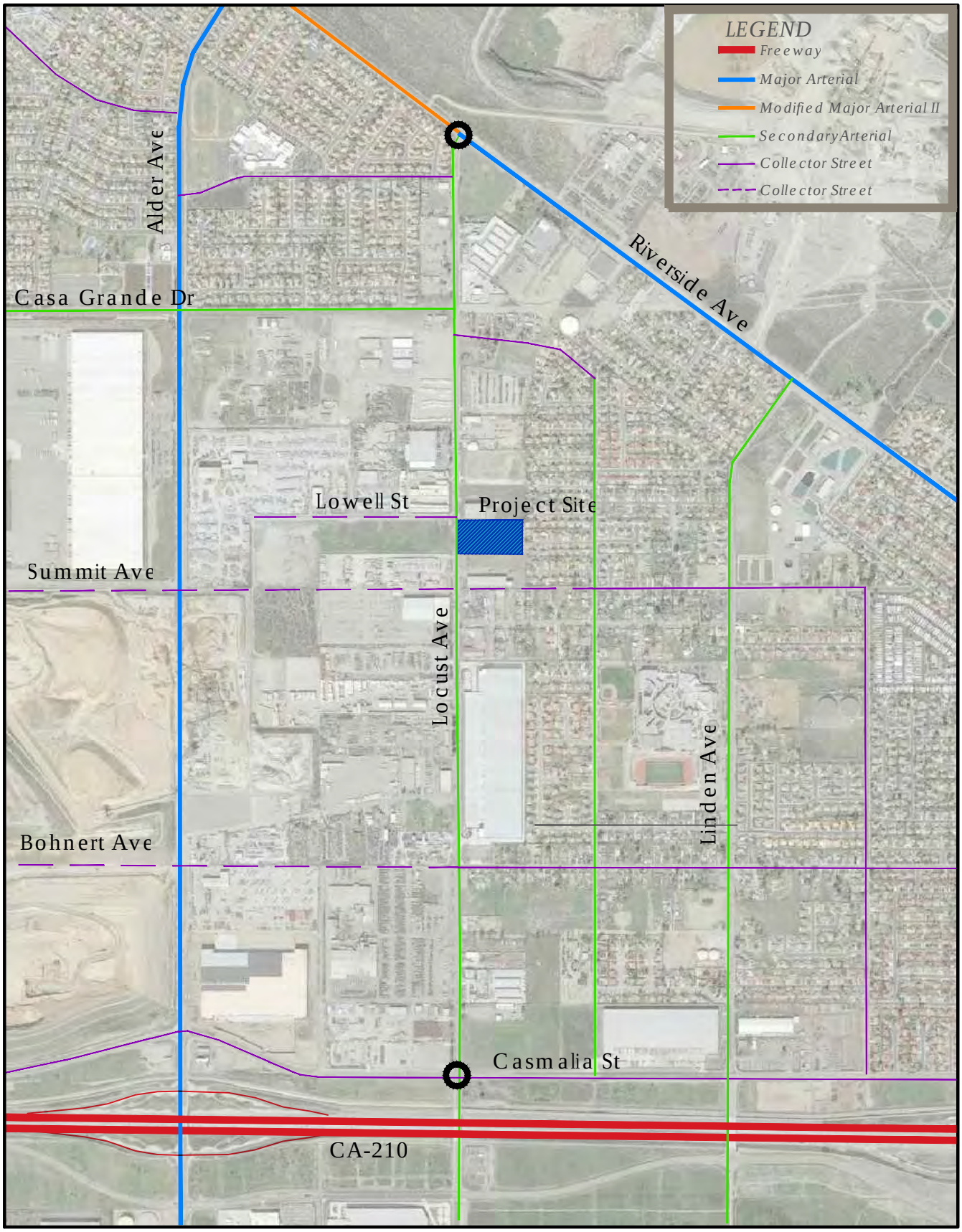

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Figure 5

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.

Stantec

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Figure 6

Project Trips % Distribution

3.3

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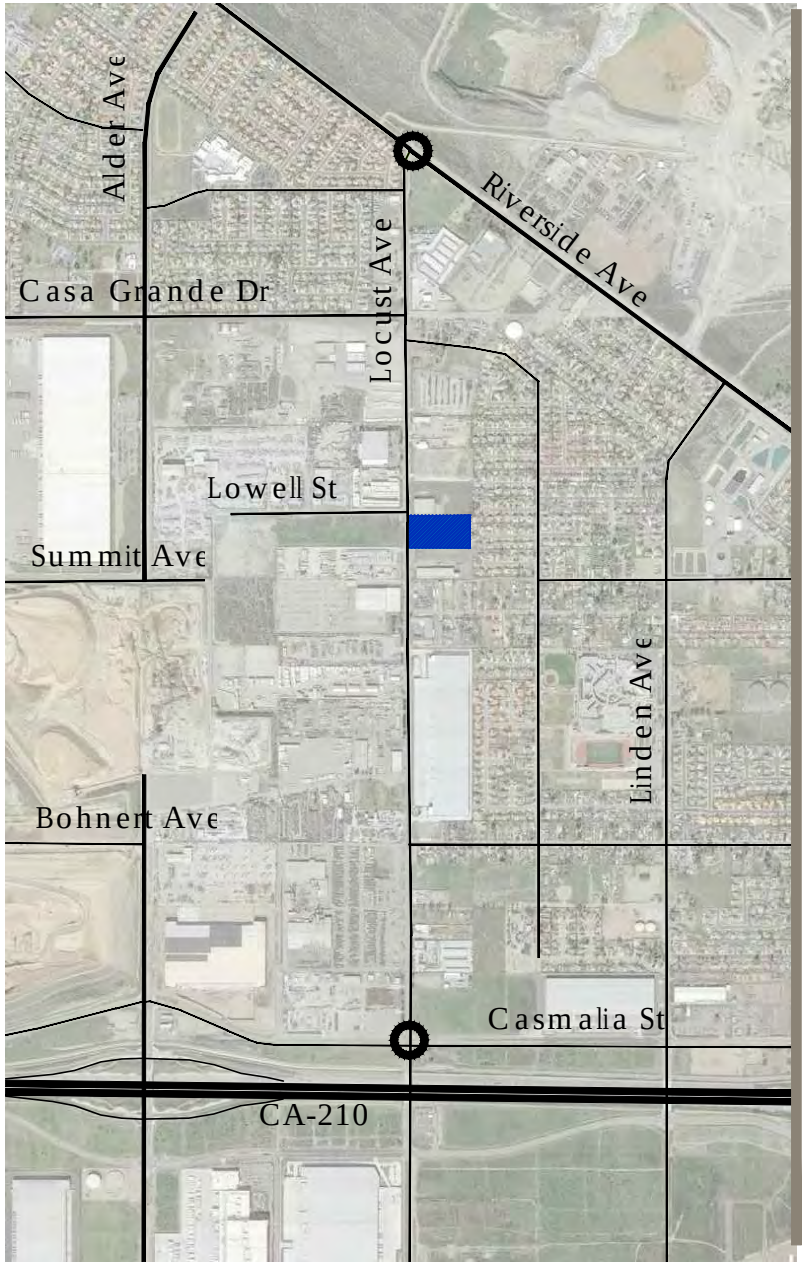

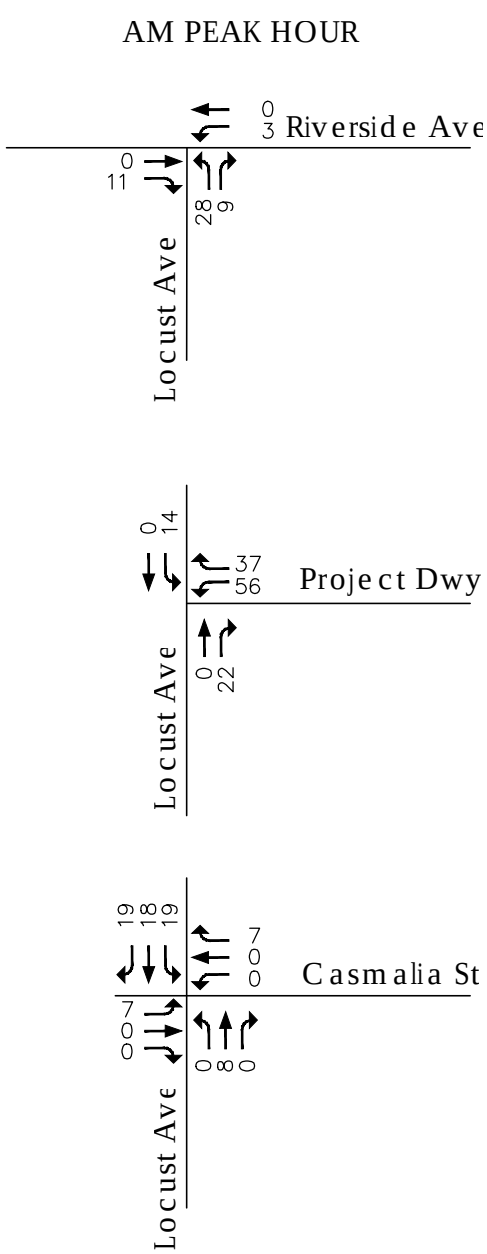

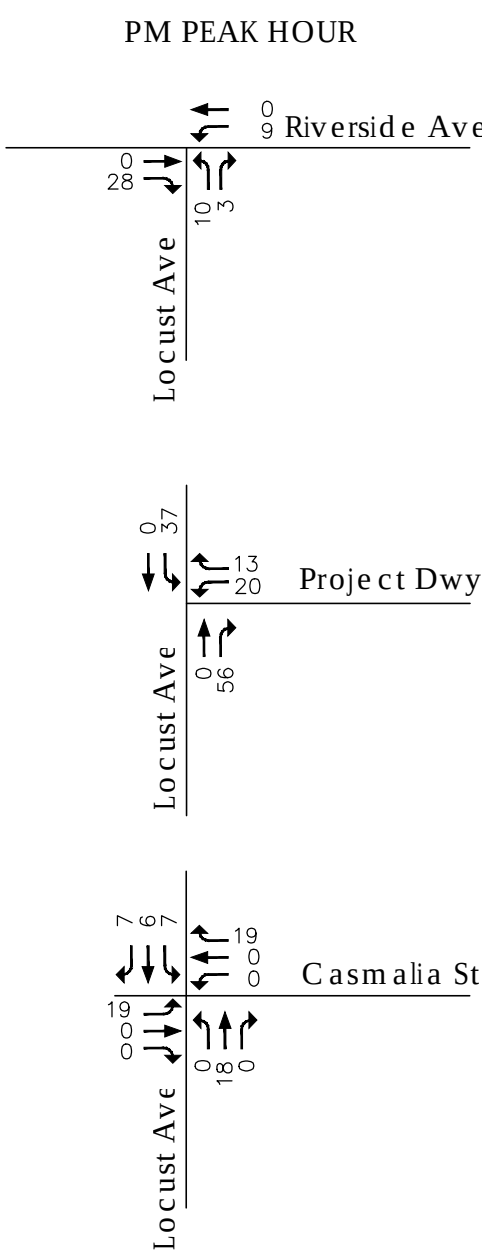

Stantec

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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.

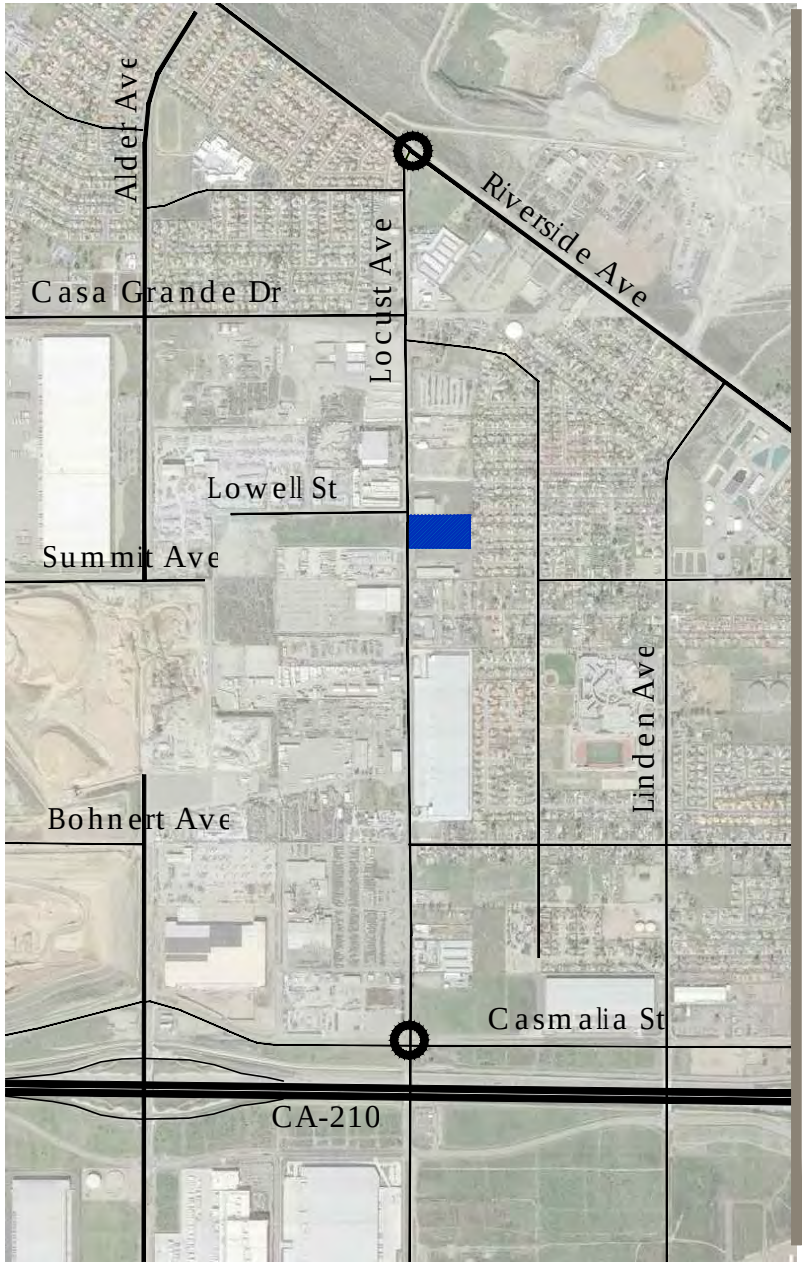
The City of Rialto defines a significant impact at an intersection if the addition of project traffic causes the intersection LOS to fall below LOS D, or where the peak hour delay increases as follows:

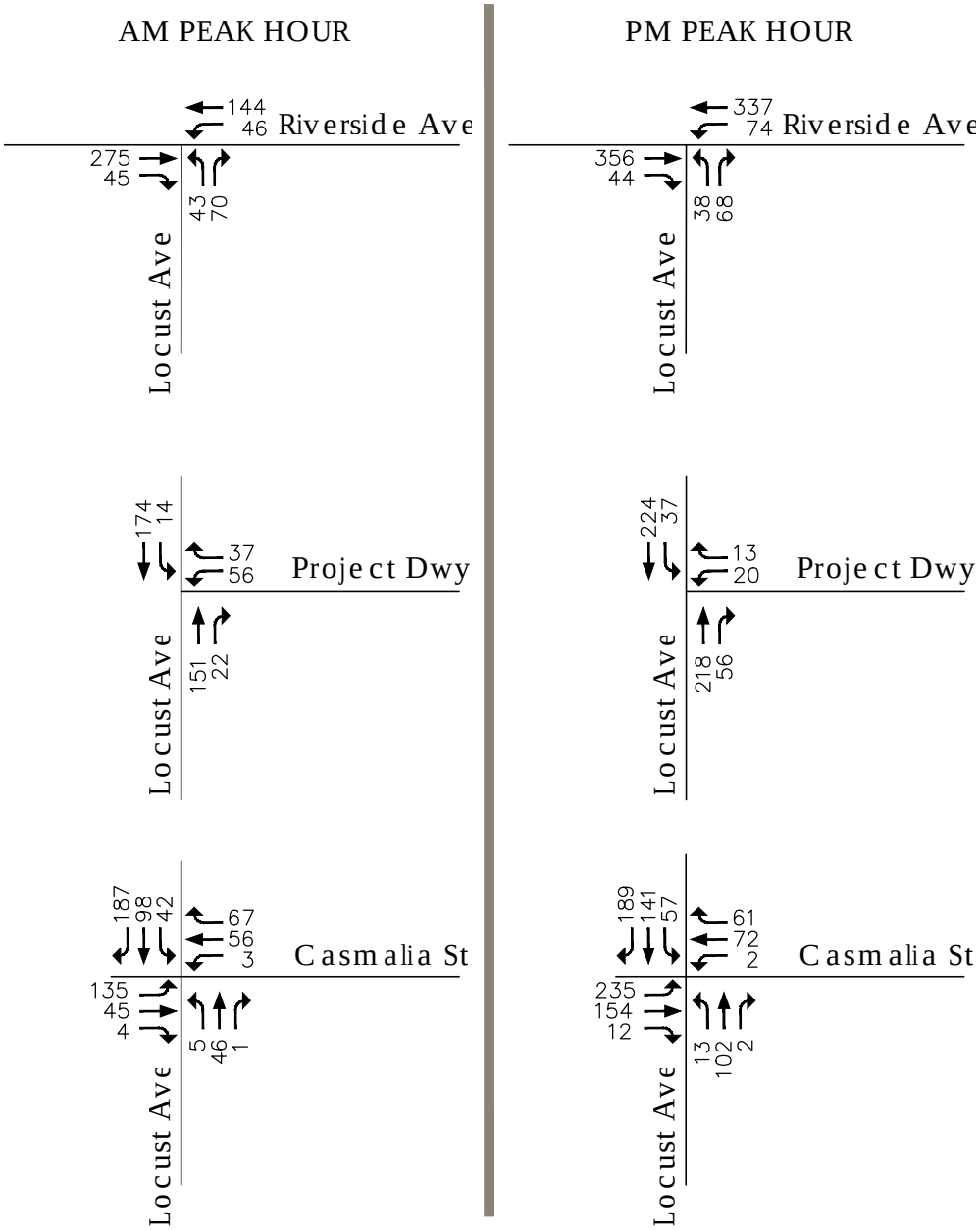
LOS A/B - by 10.0 seconds
LOS C - by 8.0 seconds
LOS D - by 5.0 seconds
LOS E - by 2.0 seconds
LOS F - by 1.0 seconds

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





Stantec

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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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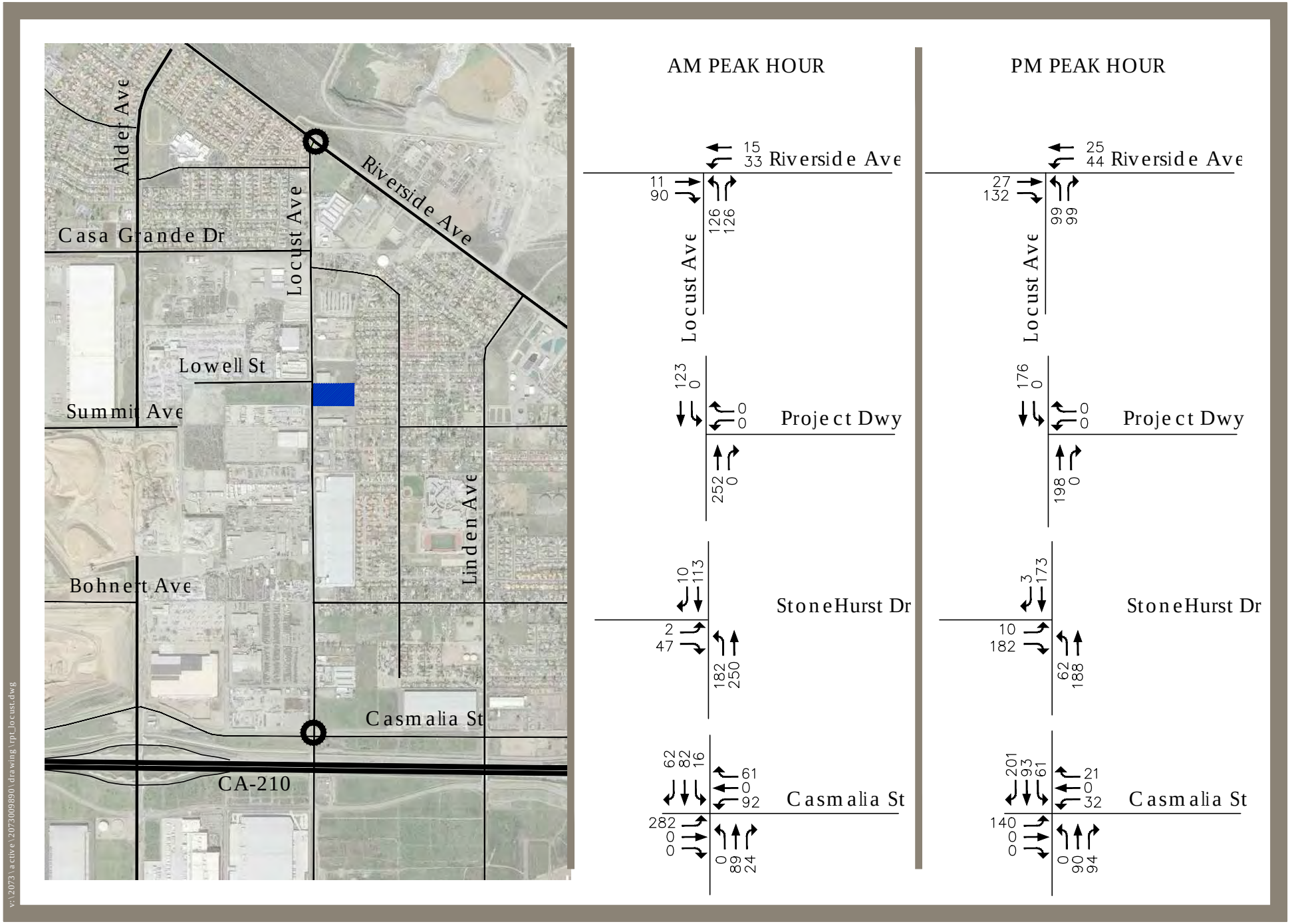
Stantec

N

Figure 9

Location of Cumulative Projects

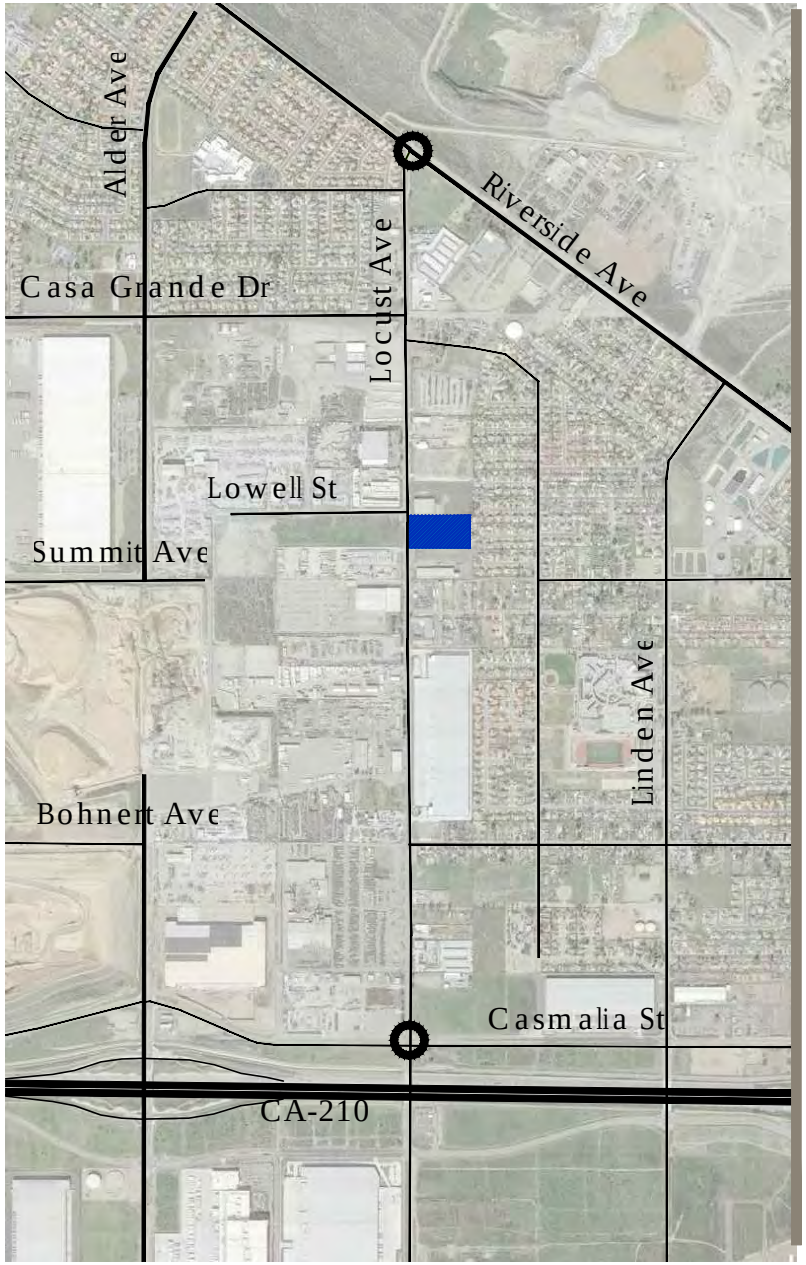


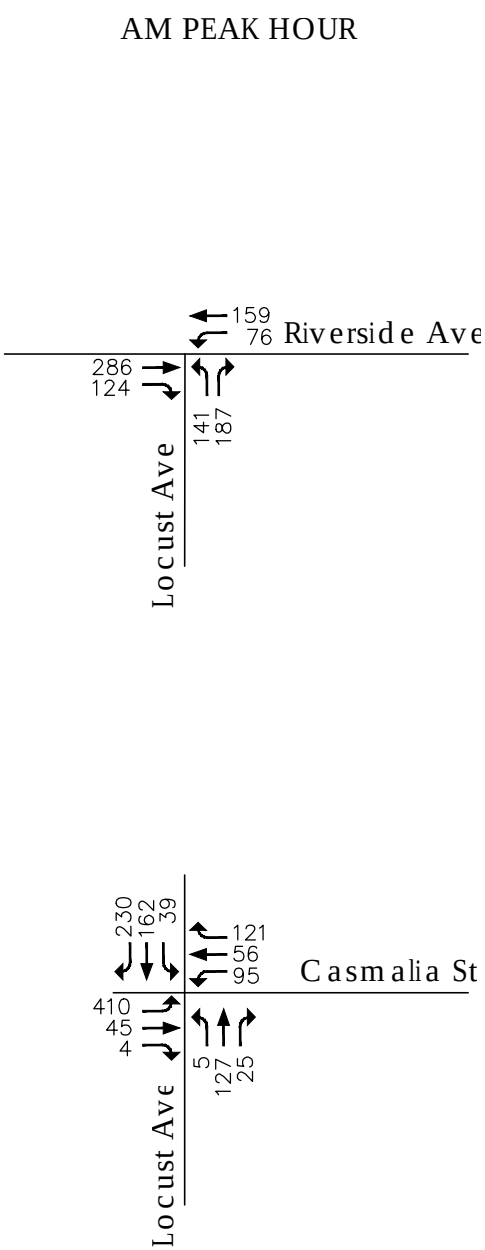
Stantec

Figure 10

AM & PM Peak Hour Volumes - Cumulative Projects Only

3.10





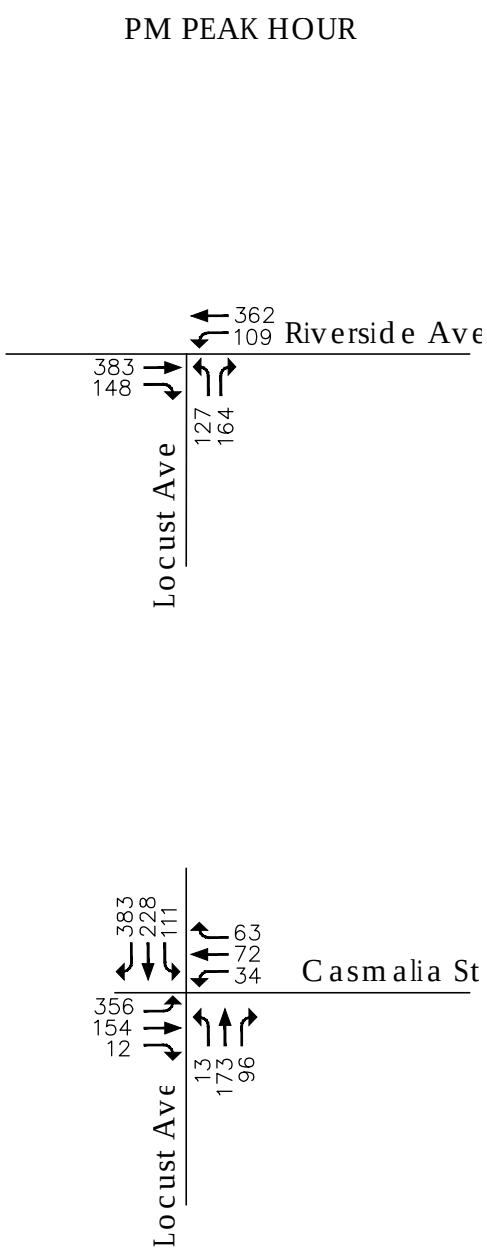


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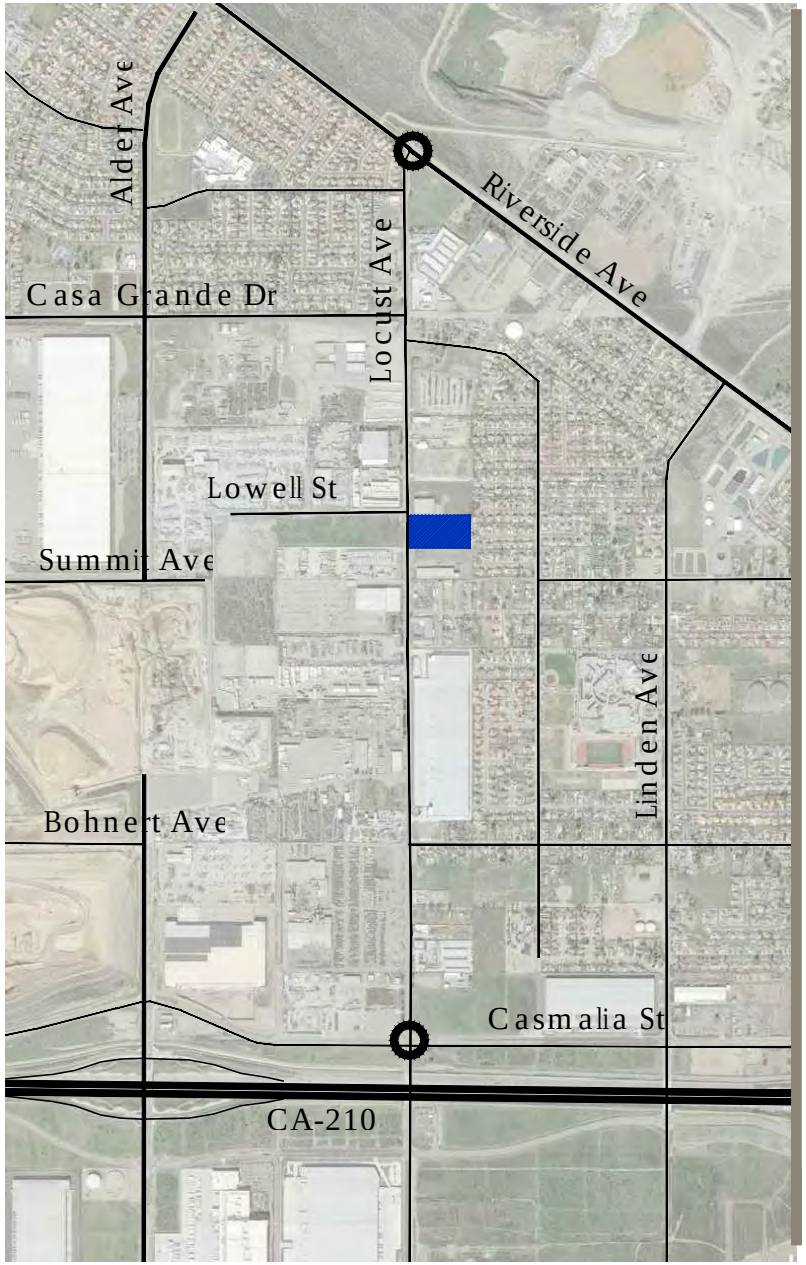
Figure 11

AM & PM Peak Hour Volumes - Cumulative Conditions without Project



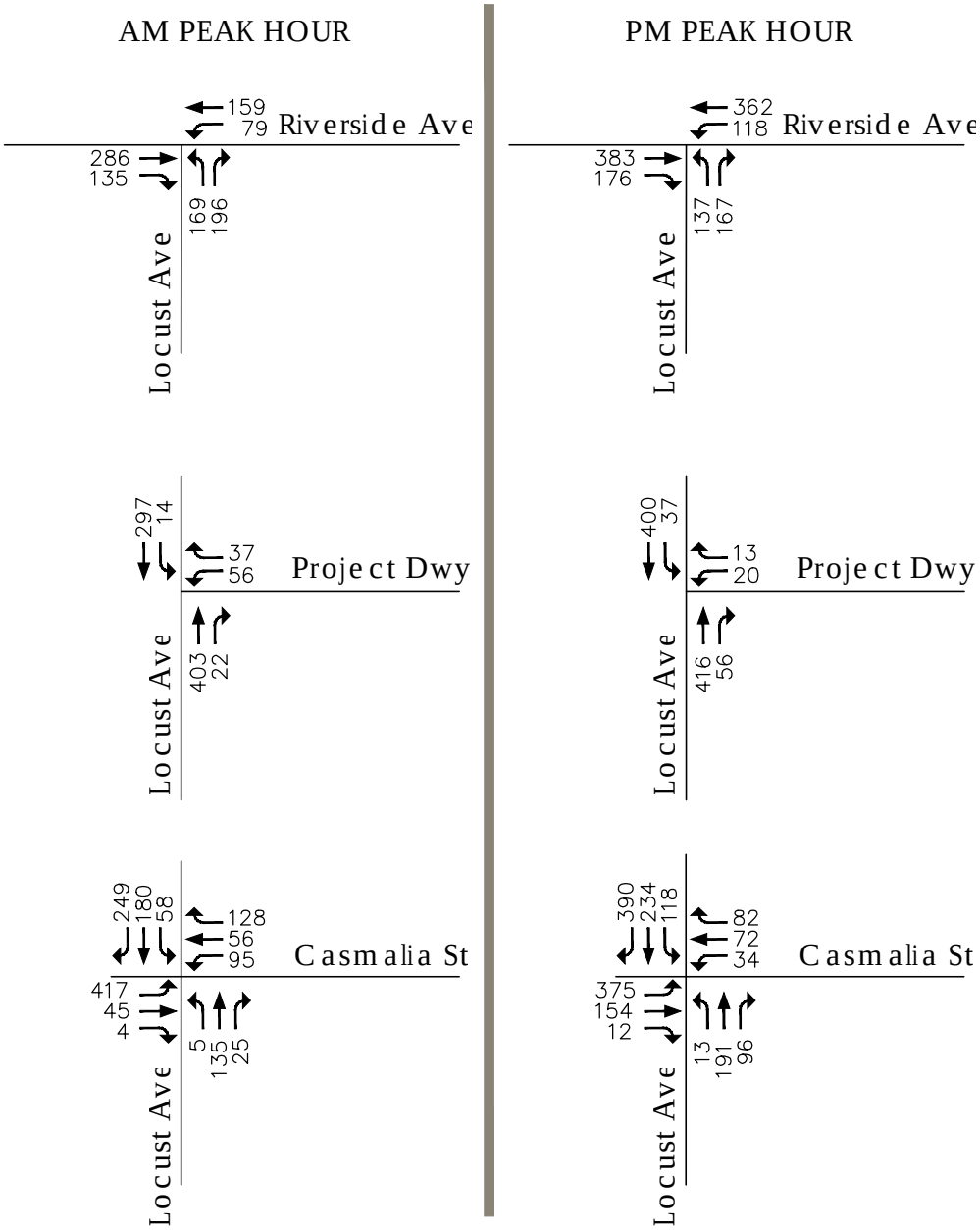


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Figure 12

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

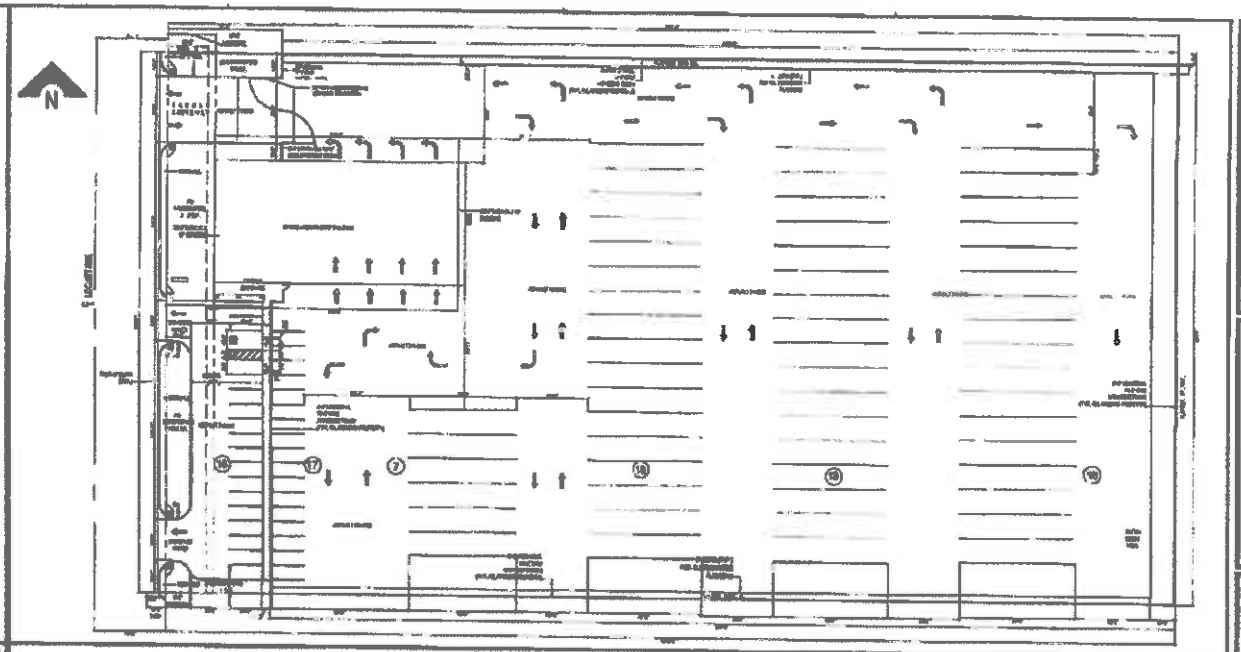
NUMBER OF EMPLOYEES: 20

APN: 0128-183-11-0-000

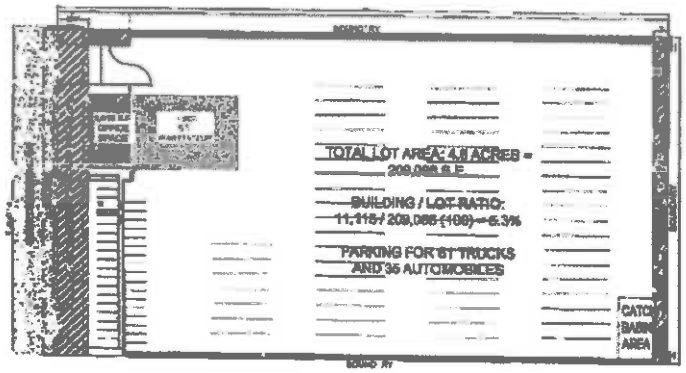
OWNER: EDDIE SOTA
PHONE: 909-714-1251
EMAIL: [illegible]

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]

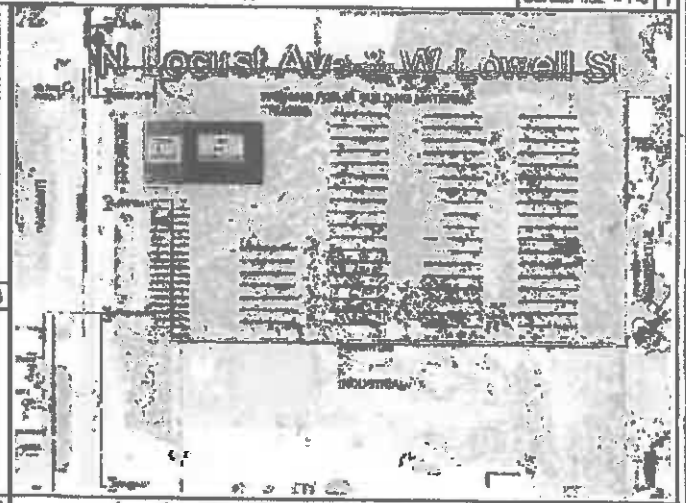
TRASH: EDCO DISPOSAL
1880 AGUA MANSA RD, RIVERSIDE, CA 92509 [illegible]

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

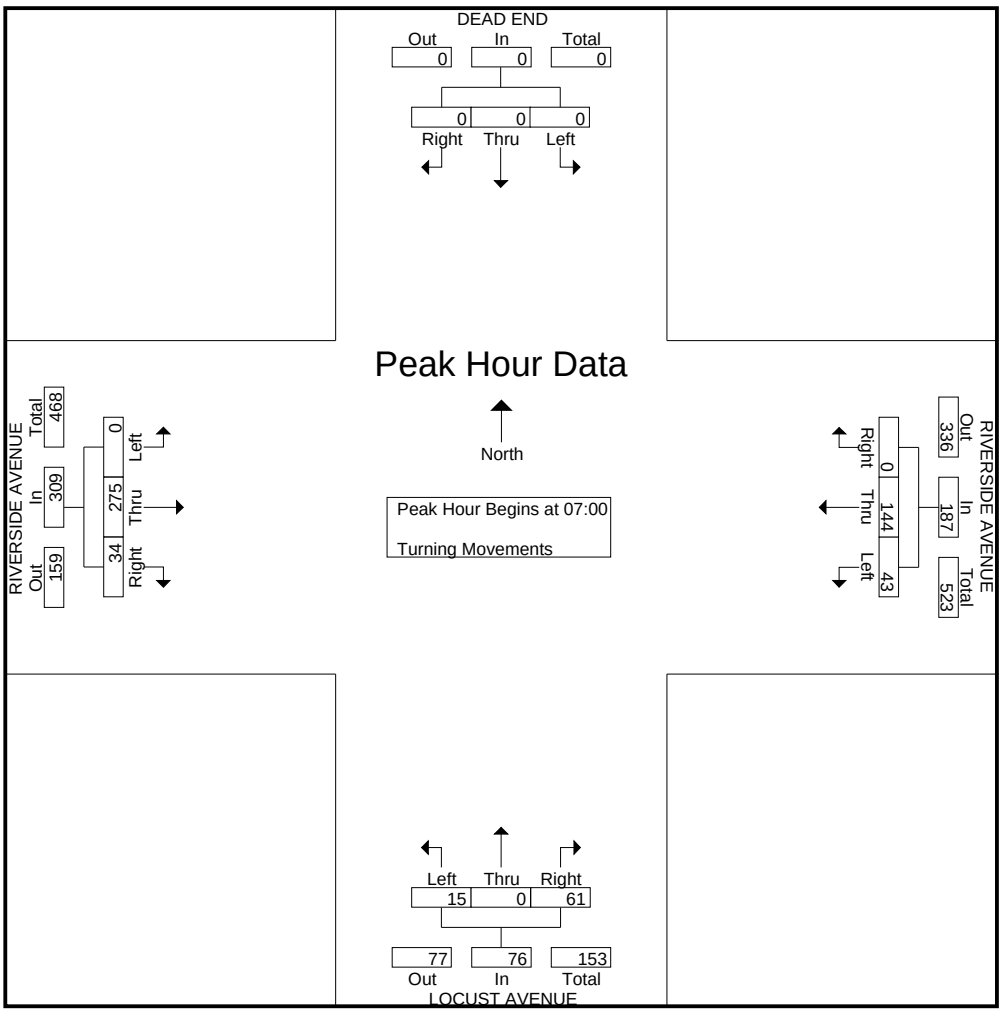
Groups Printed- Turning Movements

	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

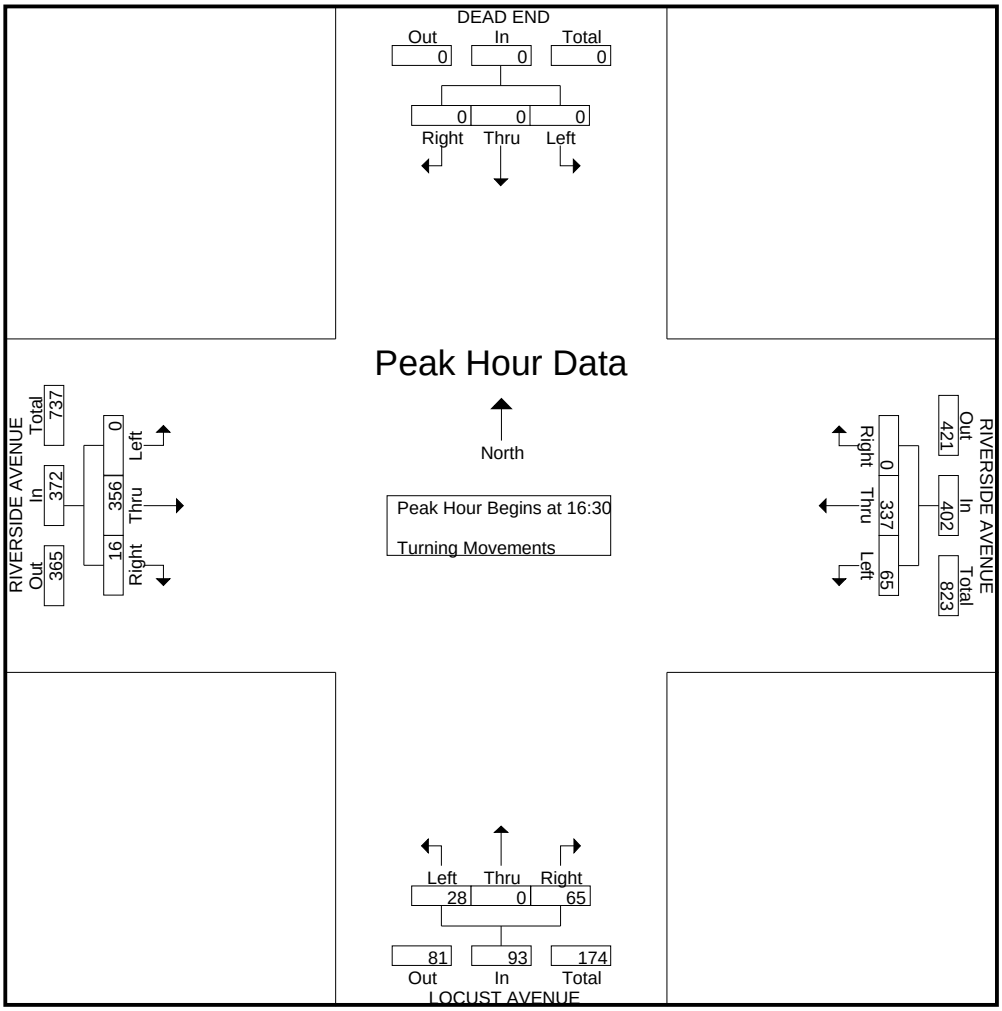
	DEAD END Southbound				RIVERSIDE AVENUE Westbound				LOCUST AVENUE Northbound				RIVERSIDE AVENUE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
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

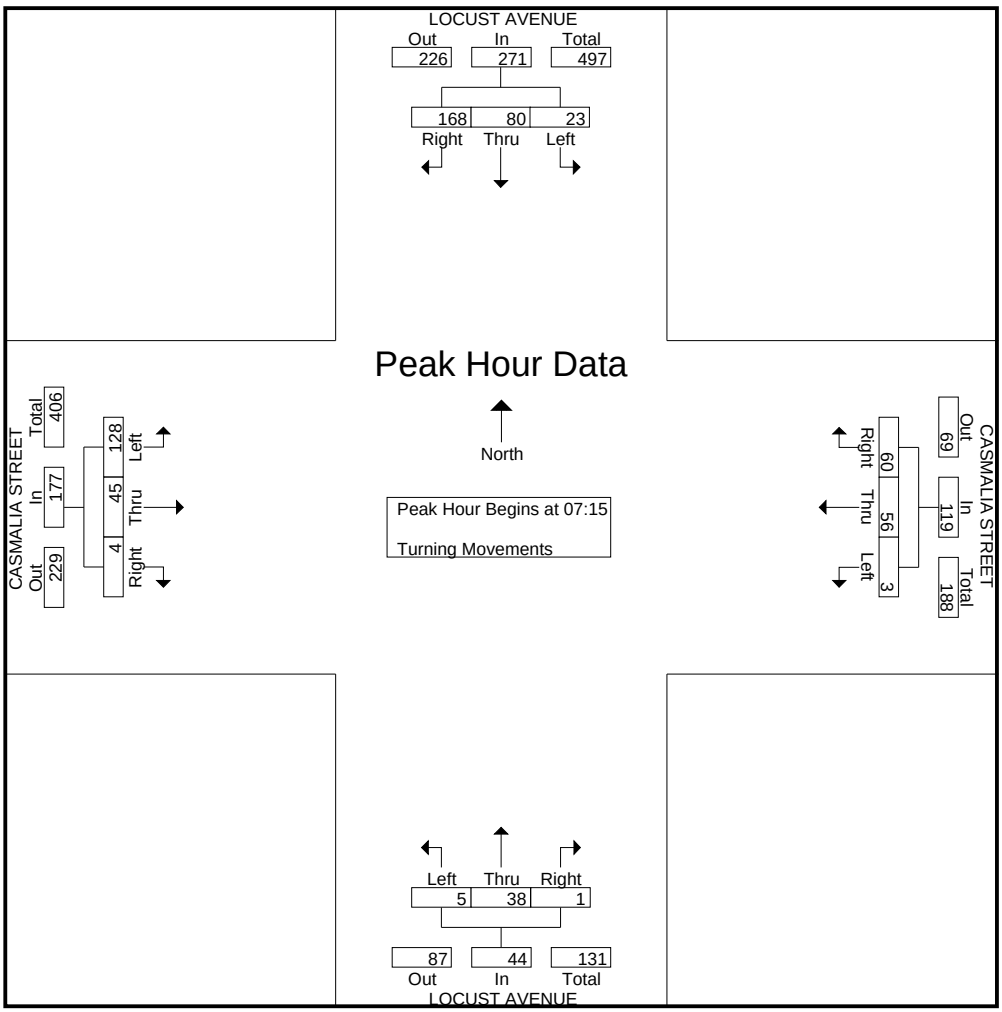
Groups Printed- Turning Movements

	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

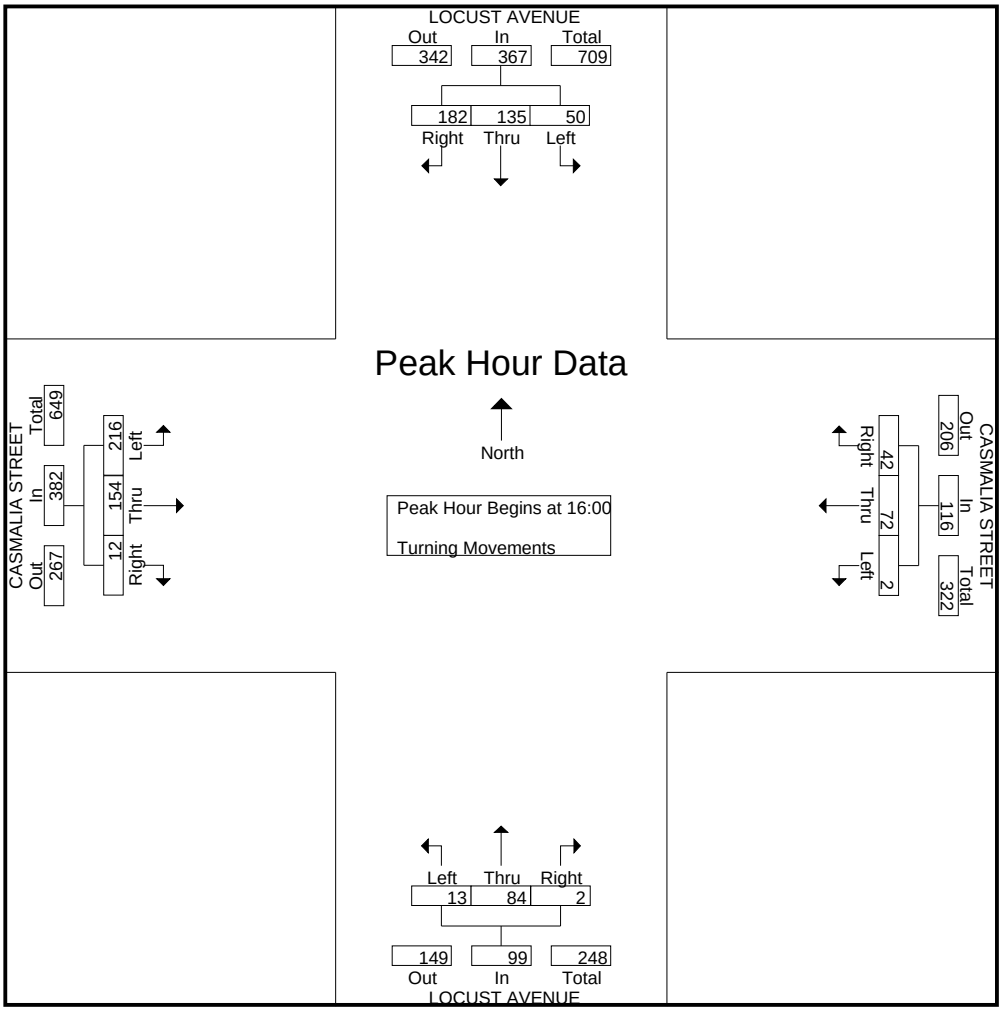
	LOCUST AVENUE Southbound				CASMALIA STREET Westbound				LOCUST AVENUE Northbound				CASMALIA STREET Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
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

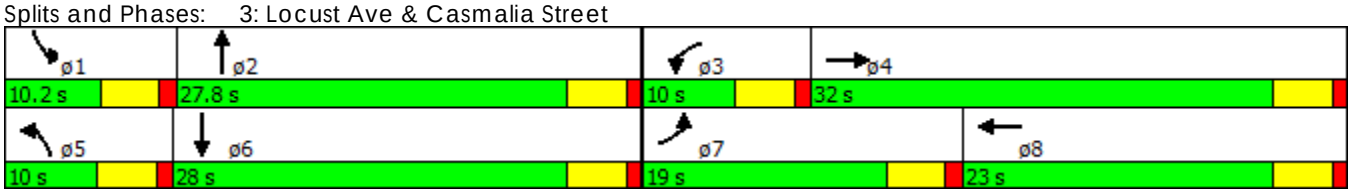
Appendix C SYNCHRO WORKSHEETS

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

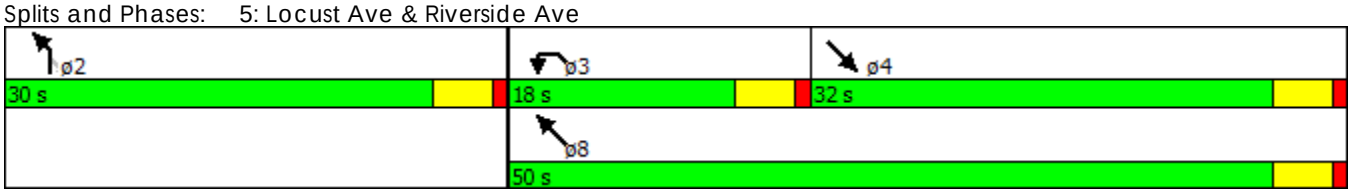


Lane Group	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	15	61	275	34	43	144
Future Volume (vph)	15	61	275	34	43	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	0		0	125	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	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

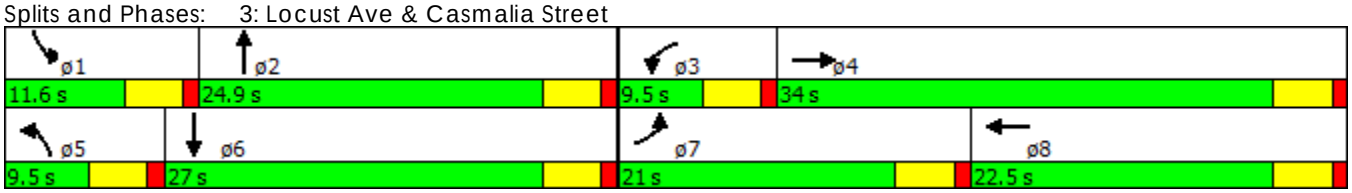


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	216	154	12	2	72	42	13	84	2	50	135	182
Future Volume (vph)	216	154	12	2	72	42	13	84	2	50	135	182
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (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

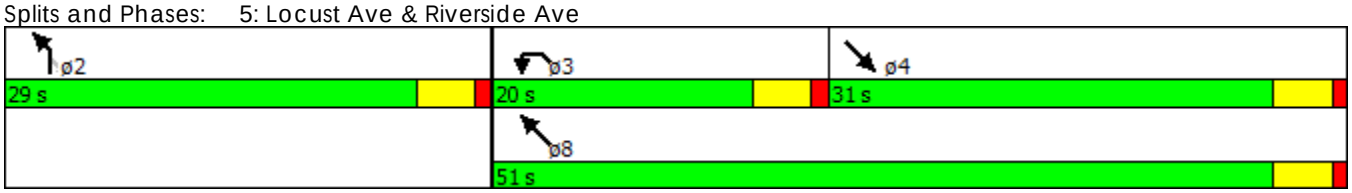


Lane Group	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	28	65	356	16	65	337
Future Volume (vph)	28	65	356	16	65	337
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	0		0	125	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	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

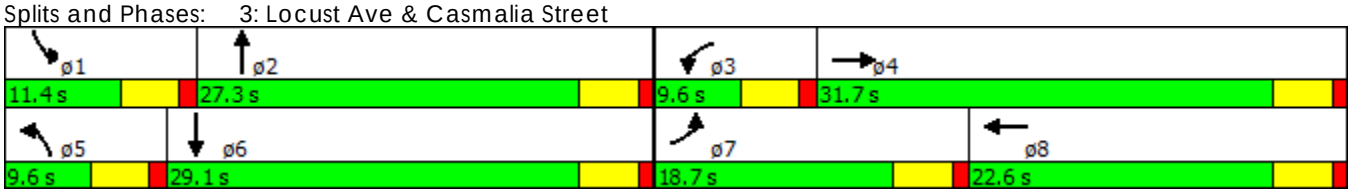


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	135	45	4	3	56	67	5	46	1	42	98	187
Future Volume (vph)	135	45	4	3	56	67	5	46	1	42	98	187
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	280		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

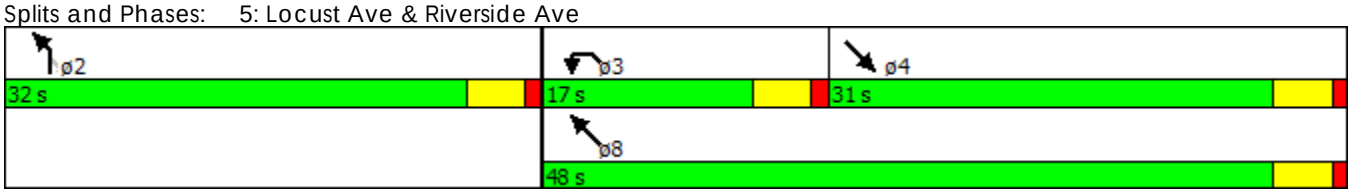


Lane Group	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	43	70	275	45	46	144
Future Volume (vph)	43	70	275	45	46	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	0		0	125	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	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		

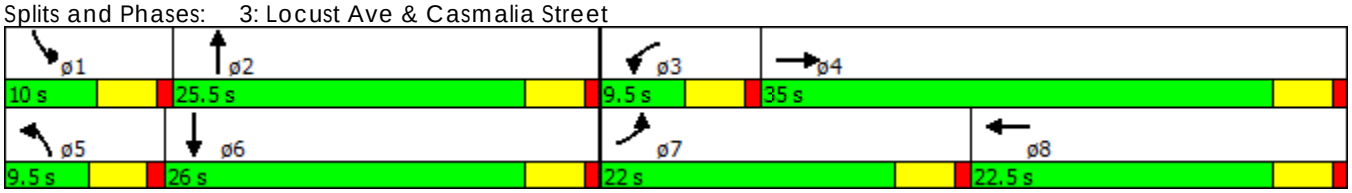
Intersection Summary			
Average Delay	2.6		
Intersection Capacity Utilization	32.7%	ICU Level of Service	A
Analysis Period (min)	15		

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

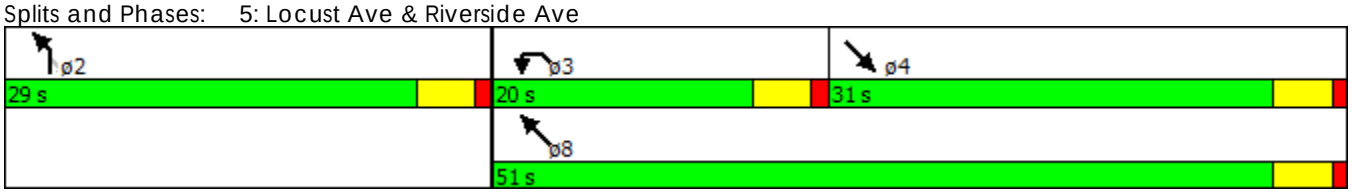


Lane Group	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	38	68	356	44	74	337
Future Volume (vph)	38	68	356	44	74	337
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	0		0	125	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	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		

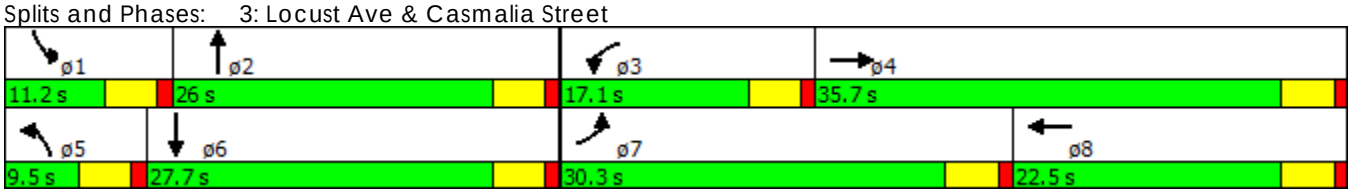
Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	42.0%	ICU Level of Service	A
Analysis Period (min)	15		

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

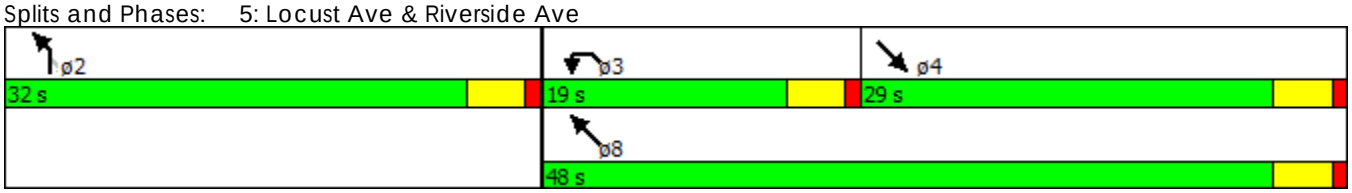


Lane Group	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	141	187	286	124	76	159
Future Volume (vph)	141	187	286	124	76	159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	0		0	125	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	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

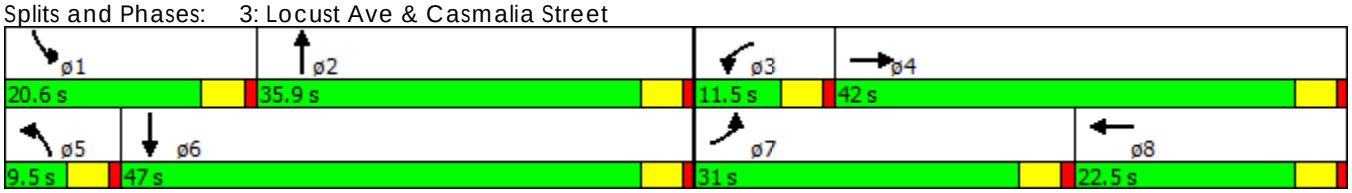


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	356	154	12	34	72	63	13	173	96	111	228	383
Future Volume (vph)	356	154	12	34	72	63	13	173	96	111	228	383
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage 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	

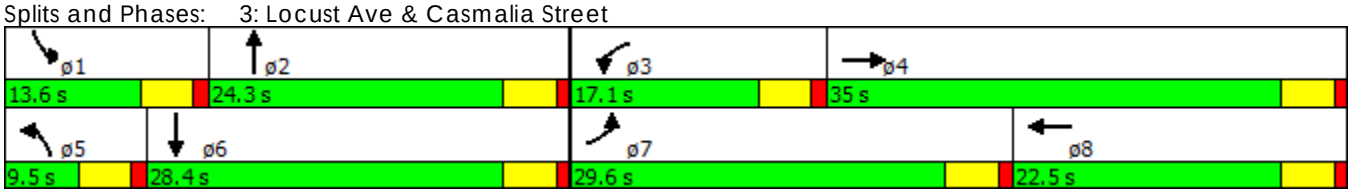
Splits and Phases: 5: Locust Ave & Riverside Ave

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

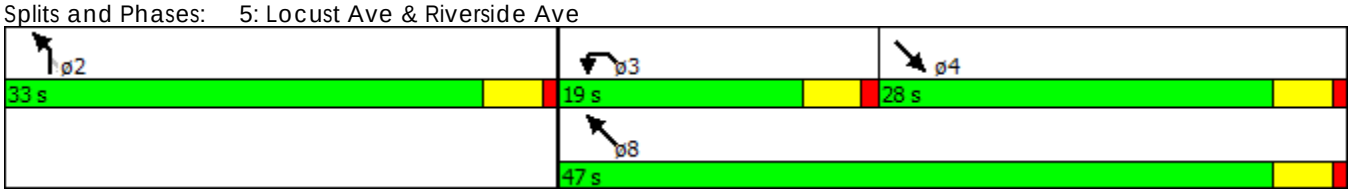


Lane Group	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	169	196	286	135	79	159
Future Volume (vph)	169	196	286	135	79	159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	0		0	125	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	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		

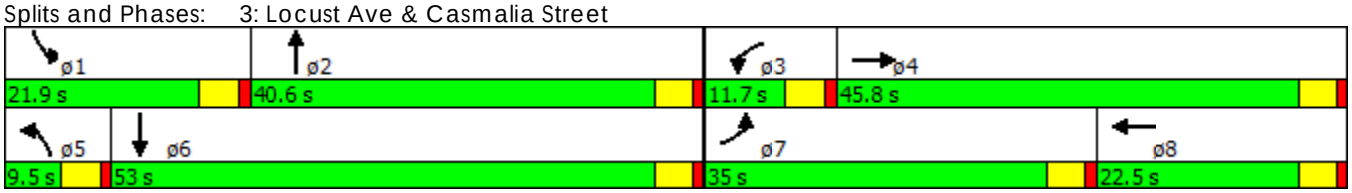
Intersection Summary			
Average Delay	2.1		
Intersection Capacity Utilization	39.1%	ICU Level of Service	A
Analysis Period (min)	15		

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

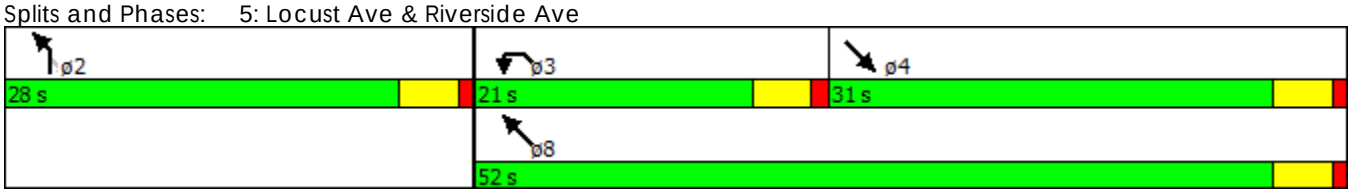


Lane Group	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	137	167	383	176	118	362
Future Volume (vph)	137	167	383	176	118	362
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	0		0	125	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	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

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, and continued the meeting to the following meeting on November 9, 2016 to allow staff to add and/or modify conditions of approval related to the Project; and

WHEREAS, on November 9, 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 November 3, 2016. 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. The use shall be limited to the storage, operation, maintenance, and repair of rock quarry/construction-related trucks and trailers only.

7. Trucks and trailers shall be stored empty at all times.

8. Trailers shall not be stacked on top one another at any time.

9. The easternmost row of parking is adjacent to a residential use and shall be restricted from truck dispatch and operations in accordance with the City's Noise Ordinance. Trucks/trailers parked in the easternmost row shall not be dispatched or operated before 6:00 a.m. and after 3:00 p.m. six (6) days a week, Monday through Saturday. Trucks/trailers parked in all other rows shall not be dispatched or operated before 2:00 a.m. and after 3:00 p.m. six (6) days a week, Monday through Saturday. The easternmost parking row shall be striped and signs shall be posted within the yard stating "No dispatch or operations before 6:00 a.m.". All drivers shall be notified of this noise restriction in writing.

10. 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.

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

12. 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.

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

14. 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.

15. 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.

16. 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.

17. 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.

18. No light standards shall be installed within 130 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.

19. 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.

20. 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.

21. A minimum of one (1) Cupressus Sempervirens "Italian Cypress" tree shall be installed every eight (8) linear feet within the fifteen (15) foot wide planter along the entire east property line of the Site. Fifty (50) percent of the trees shall be thirty-six (36) inch box in size and fifty (50) percent of the trees shall be forty-eight (48) inch box in size. The trees shall be identified on the formal Landscape Plan submittal prior to the issuance of building permits.

22. 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.

23. 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.

24. 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.

25. 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.

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

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

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

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

30. 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.

31. 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.

32. One (1) year after the date of approval, the Planning Commission will review the operation to determine compliance with all conditions of approval of the Conditional Development Permit. Thereafter, the Planning Commission will review the operation on an annual basis.

33. 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 9th day of November, 2016.

_____
JERRY GUTIERREZ, CHAIR
CITY OF RIALTO PLANNING COMMISSION

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: 11/9/2016

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

File #: 16-746, **Version:** 1

For the Planning Commission Meeting of [November 9, 2016]

TO: Honorable Chairman and Planning Commissioners

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

REVIEWED BY: Gina Gibson - Williams, Planning Manager

FROM: Melody Segura, Planning Intern

Conditional Development Permit No. 825: A request to establish a second-hand/thrift store within a 1,416 square foot commercial unit located at 980 W. Bloomington Avenue, Suite A (0128-251-09) within the C-1 (Neighborhood Commercial) zone.

APPLICANT:

Herlinda Herrera, 17145 Vista Cielo Ct., Fontana, CA 92337

LOCATION:

The subject site is located at 980 W. Bloomington Avenue, Suite A (APN: 0128-251-09) **(Exhibit A).**

BACKGROUND:

Surrounding Land Use and Zoning

Location	*Existing Land Use*	*Zoning*
Site	Multi-Tenant Commercial Building	C-1 (Neighborhood Commercial)
North	Daycare Facility	C-1 (Neighborhood Commercial)
South	Auto Zone	C-1 (Neighborhood Commercial)
East	Church	C-1 (Neighborhood Commercial)
West	Oil Facility	C-M (Commercial-Manufacturing)

General Plan Designations

Location	*General Plan Designation*
Site	General Commercial
North, South, East and West	General Commercial

Surrounding Land Uses

The site is bound on the east by Bloomington Avenue. . A church lies to the east, across Bloomington Avenue and an oil facility abuts the site to the west. The parcel to the north is developed as a daycare facility and an Auto Zone lies to the south across Bloomington Avenue.

Conditional Development Permit No. 825

Pursuant to Section 18.66.030(R), the establishment of a second-hand/thrift store requires a Conditional Development Permit. On October 17, 2016, the applicant complied with this requirement and submitted a Conditional Development Permit (CDP) application to the Planning Division to allow the establishment of a second-hand/thrift store at the Subject site.

ANALYSIS/DISCUSSION:

The applicant, Herlinda Herrera, requests approval of a CDP to establish "2nd Look Thrift Store", to provide the southern portion of Rialto residents with a pre-owned option for shopping. The proposed store will not accept donations from the public. The facility will employ a maximum of 2 workers and will operate 6 days a week between the hours of 9:00 AM to 6:00 PM.

Separation Criteria

The Rialto Planning Commission established a policy on separation criteria for second-hand/thrift stores within the City requiring a separation distance of three-quarters (3/4) of a mile between similar establishments. The list below shows the names and locations of the existing second-hand/thrift stores, as well as the approximate distance from each to the subject site:

Business Name	**Business Address**	**Distance to Subject Site**
1. MGM Thrift Store	644 E. Foothill Blvd.	2.75 miles

2. Goodwill	231 E. Baseline Rd.	3.30 miles
3. MEGA Thrift	1332 W. Foothill Blvd.	2.17 miles

As shown above, the proposed Site is over three quarter (3/4) of a mile from the nearest second-hand thrift store and therefore meets the development standards **(Exhibit B).**

The applicant intends to establish a second-hand/thrift store in an existing 1,416 square foot lease space within a 6,655 square foot multi-tenant commercial building **(Exhibit C and D)**. The space is an in-line tenant unit within the existing commercial building and no alterations are proposed. . The Project area has existing landscape improvements with one (1) public driveway entry on Bloomington Avenue for vehicular access. The Project Area has twenty-nine (29) shared parking spaces and reciprocal access with adjacent retail commercial parcels to the north.

The conditions of approval do no permit No outdoor displays of any kind is permitted; all items shall be neatly organized on shelves, racks or designated display area, not within the walk aisles on the floor; and window signs shall be limited to 25 percent of the store frontstorefront glazing. The draft resolution adds coConditions of approval have been added to the draft resolution to address these operational limitations.

All new businesses within the City require a permanent sign. The Planning Division shall review and approve the proposed permanent sign shall be reviewed and approved by the Planning Division prior to issuance of the Certificate of Occupancy. Signage for the previous tenant shall be removed and new proposed signage shall be submitted and reviewed by the Planning Division to ensure compliance with Chapter 18.102, Regulation of Signs and Advertising Structures, of the Rialto Municipal Code.

The Planning Commission shall review the approved facility on or before ninety (90) days after opening to determine if the operator has complied with all conditions of approval of the Conditional Development Permit.

Summary

The proposed second-hand/thrift store is consistent with the C-1 (Neighborhood Commercial) zone and the General Plan designation of General Commercial. All necessary findings for approval of Conditional Development Permit No. 825 can be made in a positive manner. The second-hand/thrift store will comply with all conditions of approval and applicable City, CountyCounty, and State regulations, which will serve to minimize any adverse effects on surrounding properties, uses and the public at large.

GENERAL PLAN CONSISTENCY:

The project complies with the following Goals and Policies of the Rialto General Plan

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

Policy 3-1.3 Support established businesses in the City, and work to retain the small, independent businesses while accommodating national/regional chain stores.

ENVIRONMENTAL IMPACT:

The project is exempt under California Environmental Quality Act (CEQA) Section 15301, Existing Facilities. This section allows for exemption of a project consisting of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures involving negligible or no expansion of use beyond the existing at the time of the lead agency's determination. . (E.A.R. 16-63). The project meets the established CEQA guidelines and a copy of the Notice of Exemption is attached **(Exhibit E).**

PUBLIC NOTICE:

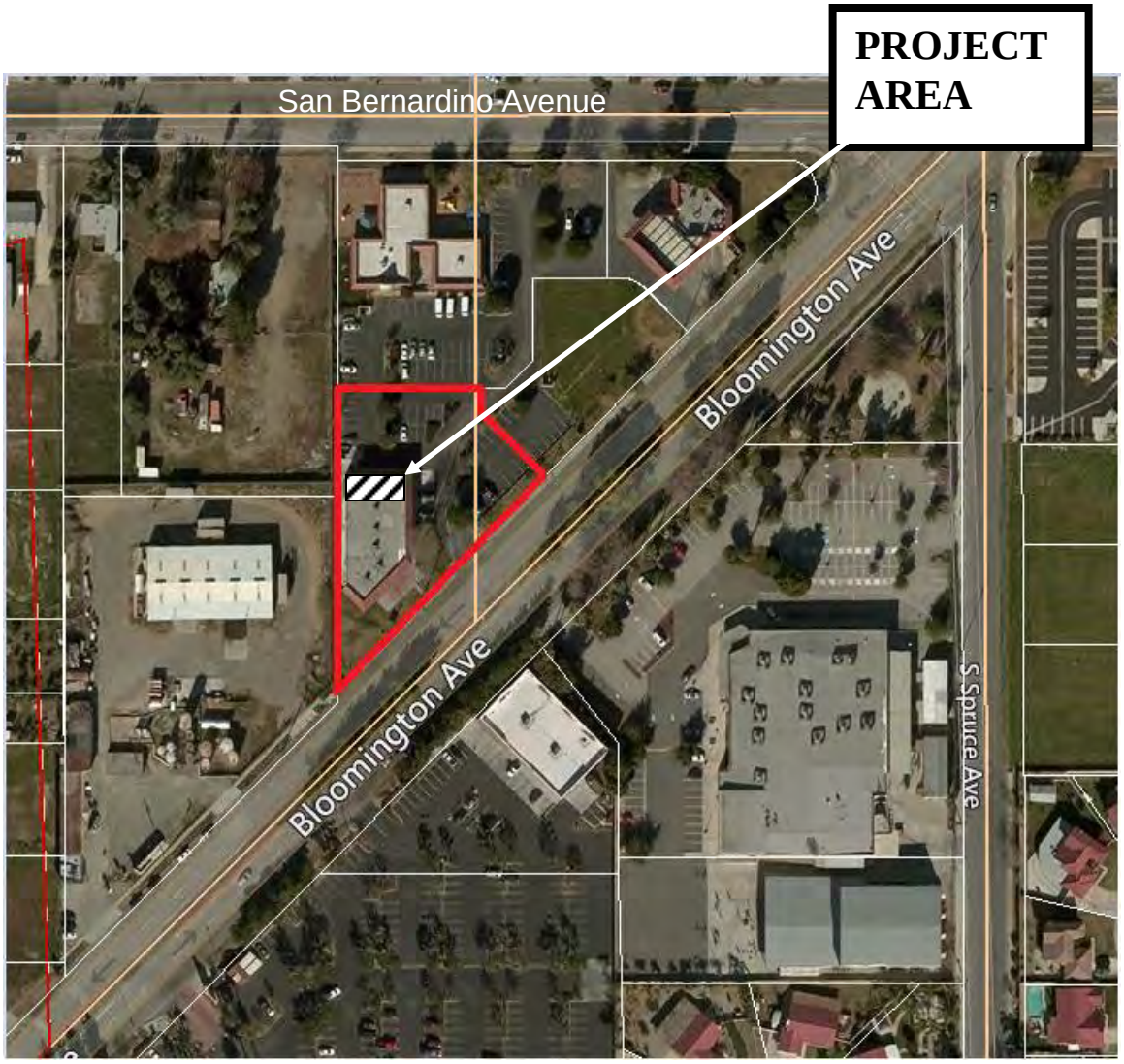
The City mailed public hearing notices for the proposed project to all property owners within 300 feet of the project site and published the public hearing notice in the San Bernardino Sun newspaper as required by State law.

RECOMMENDATION:

It is recommended that the Planning Commission:

- Adopt a resolution **(Exhibit F)** to approve Conditional Development Permit No. 825 allowing the establishment of a second-hand/thrift store subject to the findings and conditions therein.

Location Map



CITY OF RIALTO PLANNING DIVISION

NOTICE IS HEREBY GIVEN THAT **CONDITIONAL DEVELOPMENT PERMIT NO. 825** HAS BEEN FILED WITH THE CITY OF RIALTO PLANNING COMMISSION PURSUANT TO SECTION 18.66.030R OF THE RIALTO MUNICIPAL CODE TO ALLOW THE ESTABLISHMENT OF A SECOND-HAND/THRIFT STORE WITHIN A 1,416 SQUARE FOOT COMMERCIAL UNIT LOCATED AT 980 W. BLOOMINGTON AVENUE, SUITE A (APN: 0128-251-09) WITHIN THE C-1 (NEIGHBORHOOD COMMERCIAL) ZONE. (APPLICANT: HERLINDA HERRERA)

North
November 9, 2016

Thrift Store Locations

1 - MGM Thrift Store

2 - Goodwill

3 - Mega Thrift

★ - 2nd Look Thrift Store

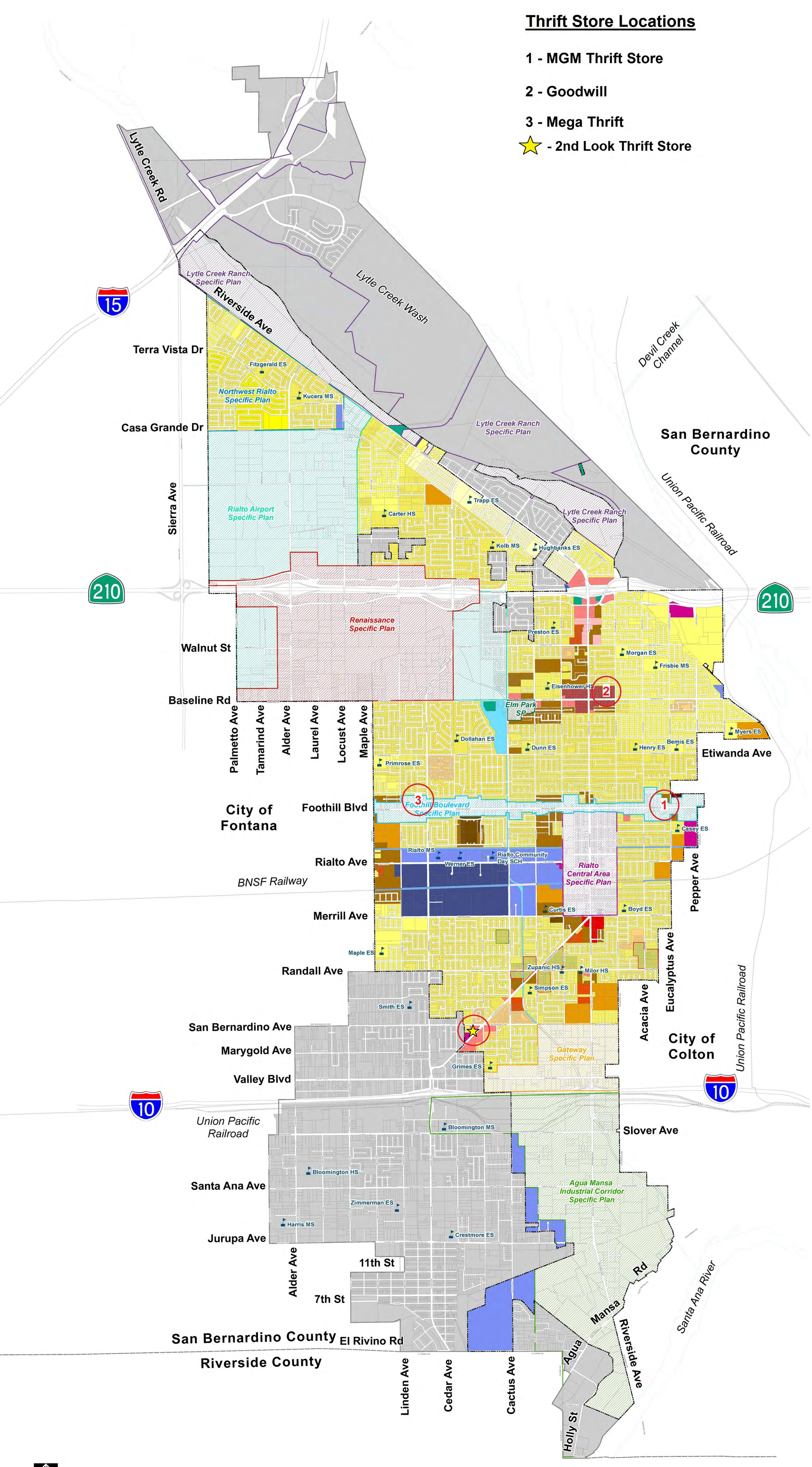
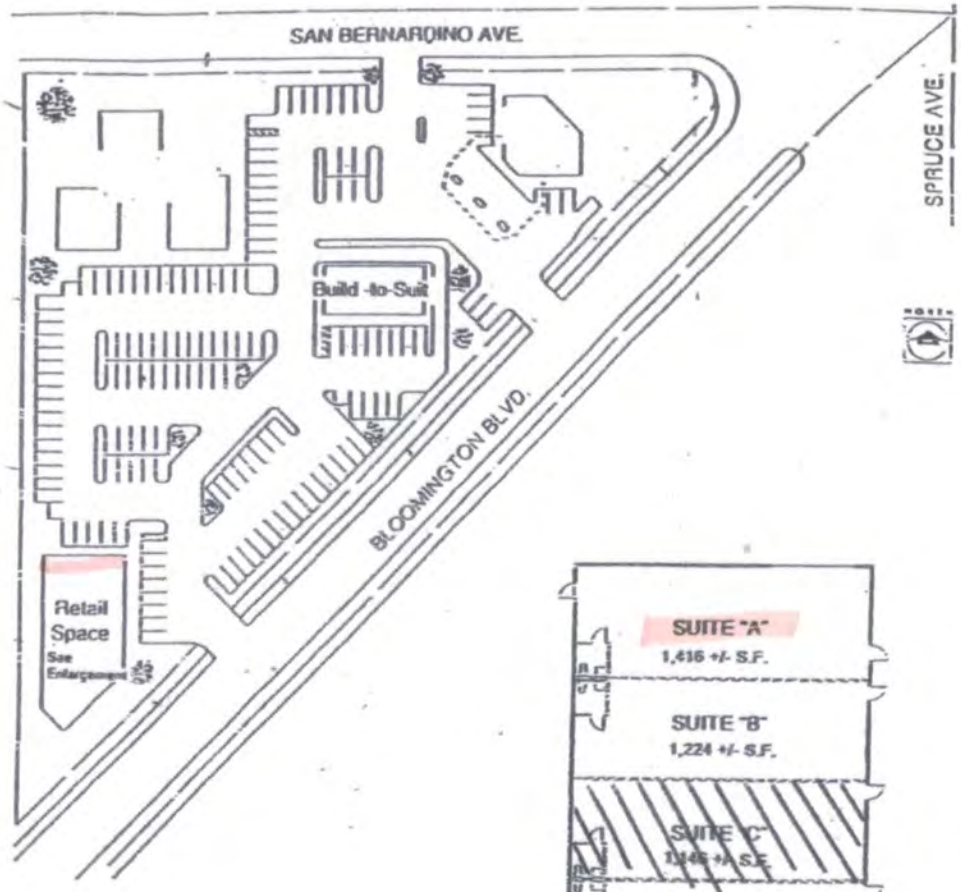
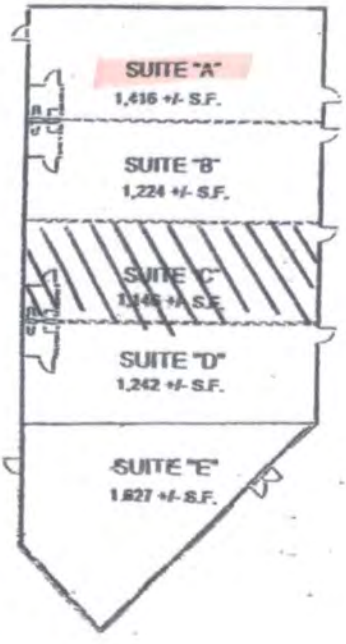


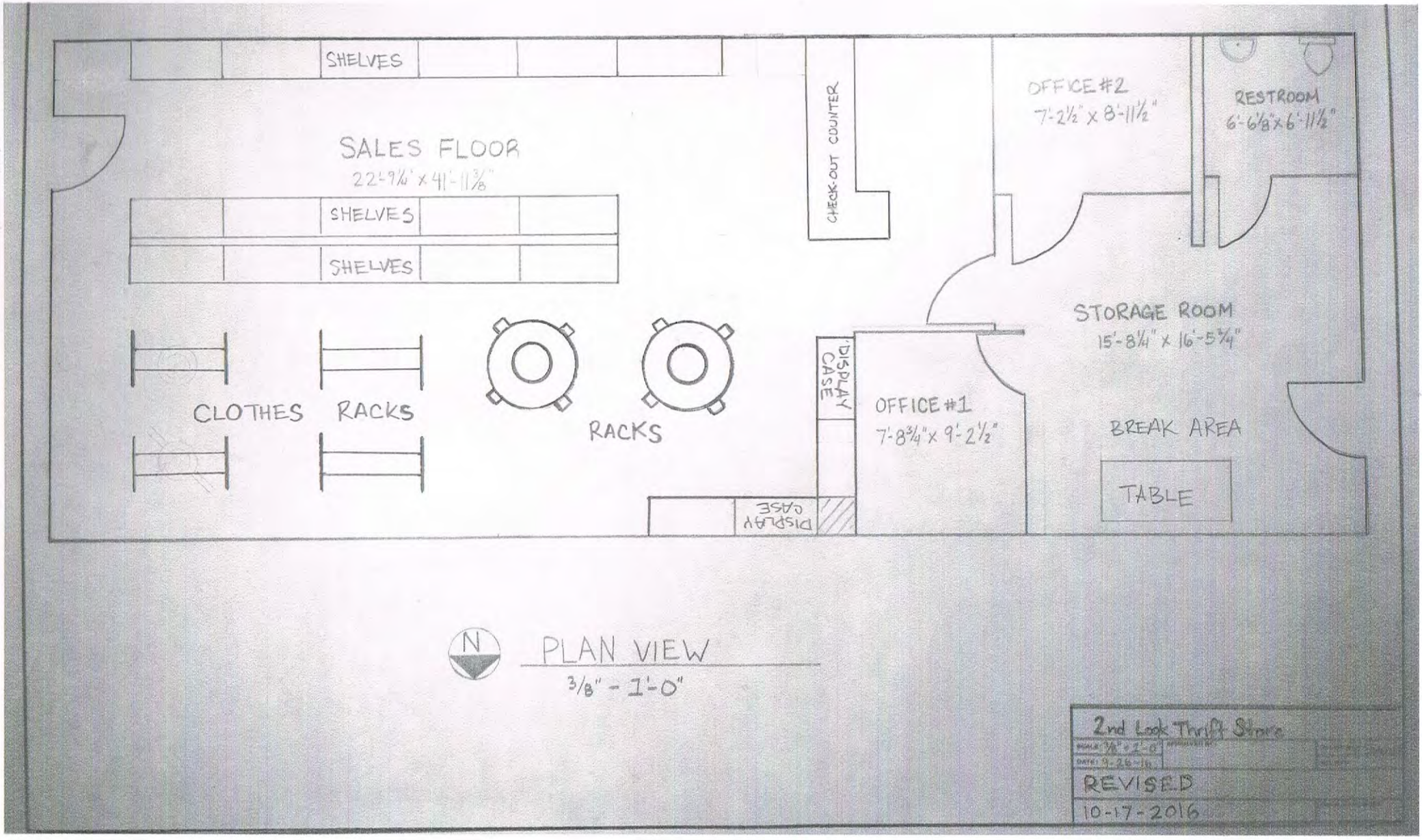
EXHIBIT A
FLOOR PLAN





Site Plan
980 West Bloomington Avenue
Rialto, California

RECEIVED
SEP 27 2016
By


SHELVES
SALES FLOOR
22'-9¼" x 41'-11⅜"
SHELVES
SHELVES
CLOTHES RACKS
RACKS
CHECK-OUT COUNTER
DISPLAY CASE
DISPLAY CASE
OFFICE #1
7'-8¾" x 9'-2½"
OFFICE #2
7'-2½" x 8'-11½"
RESTROOM
6'-6⅛" x 6'-11½"
STORAGE ROOM
15'-8¼" x 16'-5¾"
BREAK AREA
TABLE
N
PLAN VIEW
3/8" - 1'-0"
2nd Look Thrift Store
REVISED
10-17-2016

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. 825 (E.A.R 16-63)

Project Location (Specific): 1507 South Riverside Avenue (APN: 0128-251-09)

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

Project Description: Establishment of a second-hand/thrift store within an existing commercial retail building.

Name of Public Agency Approving Project: City of Rialto

Name of Person or Agency Carrying Our Project: Herlinda Herrera for 2nd Look Thrift Store
980 West Bloomington Avenue, Unit A
Bloomington, CA 92316

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: 15301 Existing Facilities

☐ Statutory Exemptions. State code number:

Reasons why project is exempt: This project involves the establishment of a second-hand/thrift store within an existing commercial retail building and is exempt under CEQA Section 15301 Existing Facilities. CEQA Section 15301 allows for the operation or leasing of existing structures involving negligible or no expansion of the use. Subsection (a) allows for interior or exterior modifications including partitions, plumbing and electrical. This project will result in no expansion of the structure and minor interior and exterior modifications, if any. This project meets the guidelines established by CEQA and is in compliance with the General Plan and Zoning designations for the site.

Lead Agency Contact Person: Melody Segura Area Code/Telephone/Extension: (909) 820-2525 ext. 2211

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: Planning Intern Date: 11/09/2016

☐ 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, GRANTING A CONDITIONAL DEVELOPMENT PERMIT TO ALLOW THE ESTABLISHMENT OF A SECOND-HAND/THRIFT STORE WITHIN A 1,416 SQUARE FOOT COMMERCIAL UNIT LOCATED AT 980 WEST BLOOMINGTON AVENUE, SUITE A WITHIN THE C-1 (NEIGHBORHOOD COMMERCIAL) ZONE.

WHEREAS, the applicant, Herlinda Herrera, proposes to establish a second-hand/thrift store ("Project") within an existing commercial unit located at 980 West Bloomington Avenue, Suite A, within the Neighborhood Commercial (C-1) zone ("Site"); and

WHEREAS, the Site is a 0.84 acre parcel that has existing landscape improvements with one (1) public driveway entry along Bloomington Avenue, in an approximately 6,655 square foot commercial building, twenty-nine (29) shared parking spaces, and reciprocal access with adjacent commercial parcels to the north; and

WHEREAS, the Project will be a second-hand/thrift store that offers wide range previously owned items at a discounted price; and

WHEREAS, on November 9, 2016, the Planning Commission of the City of Rialto conducted a duly noticed public hearing, as required by law, on CDP No. 825, took testimony, at which time it received input from staff, the city attorney, and the applicant; heard public testimony; discussed the proposed CDP No. 825; 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. 825, including written staff reports, verbal testimony, site plan, other documents, and the conditions of approval stated herein, the Planning Commission hereby determines that CDP No. 825 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 for a second-hand/thrift store. 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 is anticipated to be a benefit to the community. The Project will provide an alternative option for purchasing pre-owned items to the surrounding community.

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 Site is an existing commercial building that is surrounded by other similarly-zoned developments. North of the existing shopping center is a day care facility on the adjacent parcel to the Project. The surrounding land uses are not expected to be negatively impacted by the proposed Project, since conditions of approval will be implemented to prevent any potential adverse impacts as a result of business operations. All operations will be located within an enclosed building.

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 Project Site is a 0.84 acre parcel developed as a 6,655 square foot multi-tenant commercial building. The Site has existing landscape improvements with one (1) public driveway entry. The Site includes twenty-nine (29) shared parking spaces and reciprocal access with adjacent commercial parcels to the north.

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 has an existing building with adequate utilities and services through main water, electric, sewer, and other utility lines that service 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 Neighborhood Commercial (C-1) zone, the General Plan and its objectives, or any zoning ordinances, and

This finding is supported by the following facts:

The use is consistent with the General Commercial designation of the General Plan and the Neighborhood Commercial (C-1) zone. The Project is not anticipated to exceed any environmental impact thresholds that were originally considered during the development of the Site for commercial uses and will have a less than significant impact on the environment. All operations will be located within an enclosed building and the hours of operation have also been restricted to 9:00 a.m. to 6:00 p.m. In addition, no donations shall be accepted from the public at this location. Also, the Project meets the separation distance of three-quarters (3/4) of a mile between similar establishments, as the Project will be 2.17 miles from the nearest second hand/thrift store establishment.

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 will not have a significant effect on aesthetics, cultural resources, geology and soils, hazards and hazardous materials, and noise. Any potential impacts will be mitigated to a level of insignificance through the conditions of approval. All operations will be located within an enclosed building and the hours of operation have also been restricted to 9:00 a.m. to 6:00 p.m. In addition, no donations shall be accepted from the public at this location. Therefore, the potential adverse effects are outweighed by the benefits conferred upon the community and neighborhood as a whole.

SECTION 3. 2nd Look Thrift Store is hereby granted Conditional Development Permit No. 825 to establish a second-hand/thrift store at 980 West Bloomington Avenue, Suite A within the C-1 (Neighborhood Commercial) zone.

SECTION 4. The Project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA), pursuant to Section 15301, Existing Facilities. 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. That CDP No. 825 is granted to Herlinda Herrera 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 establishment of a second-hand/thrift store at 980 West Bloomington Avenue, Suite A, 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. 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 CDP No. 825. The City will promptly notify the applicant of any such claim, action, or proceeding against the City and 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. Donation from the public shall not be accepted at this location.

6. Outdoor display and storage of any kind is prohibited.

7. All items for sale shall be displayed in a case, on a shelf, or on a rack in an orderly fashion.

8. Window signage shall be limited to 25 percent of the store front glazing.

9. The signage for the previous tenant shall be removed and new proposed signage shall by submitted and reviewed by the Planning Division prior to issuance of the Certificate of Occupancy.

10. Prior to Certificate of Occupancy, the applicant shall submit all proposed signage for review and approval by the Planning Division to ensure compliance with Chapter 18.102, Regulation of Signs and Advertising Structures, of the Rialto Municipal Code.

11. The hours of operation shall be limited to 9:00 a.m. to 6:00 p.m. six (6) days a week.

12. Ninety (90) days after the date of opening, the Planning Commission will review the approved facility to determine if the operator has complied with all conditions of approval of the Conditional Development Permit.

13. The applicant shall comply with City business license requirements and obtain a City business license prior to issuance of a Certificate of Occupancy or final permits.

14. 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.

15. 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 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.

16. If the applicant fails to comply with any of the conditions of approval placed upon Conditional Development Permit No. 825, 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 Chair 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 9th day of November, 2016.

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JERRY GUTIERREZ, CHAIRMAN
CITY OF RIALTO PLANNING COMMISSION

RESOLUTION NO. 16-__

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF RIALTO, CALIFORNIA, GRANTING A CONDITIONAL DEVELOPMENT PERMIT TO ALLOW THE ESTABLISHMENT OF A SECOND-HAND/THRIFT STORE WITHIN A 1,416 SQUARE FOOT COMMERCIAL UNIT LOCATED AT 980 WEST BLOOMINGTON AVENUE, SUITE A WITHIN THE C-1 (NEIGHBORHOOD COMMERCIAL) ZONE.

WHEREAS, the applicant, Herlinda Herrera, proposes to establish a second-hand/thrift store ("Project") within an existing 1,416 square foot commercial unit located at 980 West Bloomington Avenue, Suite A, within the Neighborhood Commercial (C-1) zone ("Site"); and

WHEREAS, the Site is a 0.84 acre parcel that has existing landscape improvements with one (1) public driveway entry along Bloomington Avenue, in an approximately 6,655 square foot commercial building, twenty-nine (29) shared parking spaces, and reciprocal access with adjacent commercial parcels to the north; and

WHEREAS, the Project will be a second-hand/thrift store that offers wide range previously owned items at a discounted price; and

WHEREAS, pursuant to Section 18.66.030(R) of the Rialto Municipal Code, the establishment of a second-hand/thrift store requires a conditional development permit, and the applicant complied with this requirement and submitted an application for Conditional Development Permit No. 825 ("CDP No. 825") on October 17, 2016; and

WHEREAS, on November 9, 2016, the Planning Commission of the City of Rialto conducted a duly noticed public hearing, as required by law, on CDP No. 825, took testimony, at which time it received input from staff, the city attorney, and the applicant; heard public testimony; discussed the proposed CDP No. 825; 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. 825, including written staff reports, verbal testimony, site plan, other documents, and the conditions of approval stated herein, the Planning Commission hereby determines that CDP No. 825 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 for a second-hand/thrift store. 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 is anticipated to be a benefit to the community. The Project will provide an alternative option for purchasing pre-owned items to the surrounding community.

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 Site is an existing commercial building that is surrounded by other similarly-zoned developments. North of the existing shopping center is a day care facility on the adjacent parcel to the Project. The surrounding land uses are not expected to be negatively impacted by the proposed Project, since conditions of approval will be implemented to prevent any potential adverse impacts as a result of business operations, such as prohibiting outdoor display of any kind, requiring that all items shall be neatly organized on shelves, racks or designated display areas and not within the walk aisles on the floor, and limiting window signs to 25 percent of the store front glazing. All operations will be located within an enclosed building.

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 Project Site is a 0.84 acre parcel developed as a 6,655 square foot multi-tenant commercial building. The Site has existing landscape improvements with one (1) public driveway entry. The Site includes twenty-nine (29) shared parking spaces and reciprocal access with adjacent commercial parcels to the north.

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 has an existing building with adequate utilities and services through main water, electric, sewer, and other utility lines that service 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 Neighborhood Commercial (C-1) zone, the General Plan and its objectives, or any zoning ordinances, and

This finding is supported by the following facts:

The use is consistent with the General Commercial designation of the General Plan and the Neighborhood Commercial (C-1) zone. The Project is not anticipated to exceed any environmental impact thresholds that were originally considered during the development of the Site for commercial uses and will have a less than significant impact on the environment. All operations will be located within an enclosed building and the hours of operation have also been restricted to 9:00 a.m. to 6:00 p.m. In addition, no donations shall be accepted from the public at this location. Also, the Project meets the separation distance of three-quarters (3/4) of a mile between similar establishments, as the Project will be 2.17 miles from the nearest second hand/thrift store establishment.

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 will not have a significant effect on aesthetics, cultural resources, geology and soils, hazards and hazardous materials, and noise. Any potential impacts will be mitigated to a level of insignificance through the conditions of approval. All operations will be located within an enclosed building and the hours of operation have also been restricted to 9:00 a.m. to 6:00 p.m. In addition, no donations shall be accepted from the public at this location. Therefore, the potential adverse effects are outweighed by the benefits conferred upon the community and neighborhood as a whole.

SECTION 3. The applicant is hereby granted CDP No. 825 to establish a second-hand/thrift store at 980 West Bloomington Avenue, Suite A within the C-1 (Neighborhood Commercial) zone.

SECTION 4. The Project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA), pursuant to Section 15301, Existing Facilities. 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. That CDP No. 825 is granted to Herlinda Herrera 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 establishment of a second-hand/thrift store at 980 West Bloomington Avenue, Suite A, 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. 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 CDP No. 825. The City will promptly notify the applicant of any such claim, action, or proceeding against the City and 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. Donation from the public shall not be accepted at this location.

6. Outdoor display and storage of any kind is prohibited.

7. All items for sale shall be displayed in a case, on a shelf, or on a rack in an orderly fashion.

8. Window signage shall be limited to 25 percent of the store front glazing.

9. The signage for the previous tenant shall be removed and new proposed signage shall by submitted and reviewed by the Planning Division prior to issuance of the Certificate of Occupancy.

10. Prior to Certificate of Occupancy, the applicant shall submit all proposed signage for review and approval by the Planning Division to ensure compliance with Chapter 18.102, Regulation of Signs and Advertising Structures, of the Rialto Municipal Code.

11. The hours of operation shall be limited to 9:00 a.m. to 6:00 p.m. six (6) days a week.

12. Ninety (90) days after the date of opening, the Planning Commission will review the approved facility to determine if the operator has complied with all conditions of approval of the Conditional Development Permit.

13. The applicant shall comply with City business license requirements and obtain a City business license prior to issuance of a Certificate of Occupancy or final permits.

14. 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.

15. 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 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.

16. If the applicant fails to comply with any of the conditions of approval placed upon Conditional Development Permit No. 825, 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 Chair 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 9th day of November, 2016.

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JERRY GUTIERREZ, CHAIRMAN
CITY OF RIALTO PLANNING COMMISSION

File #: 16-767, **Version:** 1

For the Planning Commission Meeting of November 9, 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

Amendment No. 5 to the Renaissance Specific Plan: A request to change the zoning designation of approximately 18.20 gross acres of land (APNs: 0240-171-02, -03, -20, -21, -27 & 0240-191-07) located at the southeast corner of Renaissance Parkway and Palmetto Avenue from Freeway Commercial (FC) within the Renaissance Specific Plan to Business Center (BC) within the Renaissance Specific Plan. An Addendum to the Previously Certified Renaissance Specific Plan Environmental Impact Report (**Environmental Assessment Review No. 16-27**) has been prepared for consideration in conjunction with the project.

Tentative Parcel Map No. 19754: A request to consolidate six (6) parcels of land (APNs: 0240-171-02, -03, -20, -21, -27 & 0240-191-07) located at the southeast corner of Renaissance Parkway and Palmetto Avenue into three (3) parcels of land totaling 18.06 net acres to facilitate the development of one (1) 210,628 square foot warehouse building, one (1) 77,047 square foot warehouse building, and one (1) 53,040 square foot warehouse building. An Addendum to the Previously Certified Renaissance Specific Plan Environmental Impact Report (**Environmental Assessment Review No. 16-27**) has been prepared for consideration in conjunction with the project.

APPLICANT:

Proficiency Capital, LLC, 5020 Campus Drive, Newport Beach, CA 92660.

LOCATION:

The project site consists of six (6) parcels of land located at the southeast corner of Renaissance Parkway and Palmetto Avenue (APNs: 0240-171-02, -03, -20, -21, -27 & 0240-191-07) (Refer to the attached Location Map (**Exhibit A**)).

BACKGROUND:

Surrounding Land Use and Zoning

Location	Existing Land Use	Zoning
Site	Vacant Land	Freeway Commercial (FC)
North	210 Freeway	N/A
East	Vacant Land	Freeway Commercial (FC)
South	Industrial Warehouses	Planned Industrial Development (I-PID)
West	Single-Family Residences	City of Fontana

General Plan Designations

Location	General Plan Designation
Site	Specific Plan with a Specific Plan Overlay (Renaissance SP)
North	Freeway/Highway
East	Specific Plan with a Specific Plan Overlay (Renaissance SP)
South	Business Park with a Specific Plan Overlay (Rialto Airport SP)
West	City of Fontana

Site Characteristics
The project site is an asymmetrical-shaped piece of land comprised of six parcels. The parcels as a whole are approximately 18.20 gross acres in size with approximate dimensions of 1,430 feet (east-west) by 600 feet (north-south). The entire site is undeveloped and covered by natural grasses and shrubs. The project site is bound on the north by Renaissance Parkway and on the west by Palmetto Avenue. To the north, across Renaissance Parkway, is the 210 Freeway, and to the east is approximately 3.28 gross acres of vacant land. To the south are two (2) large warehouse buildings totaling approximately 2,060,000 square feet in size, and to the west, across Palmetto Avenue, is a single-family residential subdivision. The zoning of the project site and the properties to the east is Freeway Commercial (FC) within the Renaissance Specific Plan. The zoning of the properties to the south is Planned Industrial Development (I-PID) within the Rialto Airport Specific Plan, and the properties to the west are within the jurisdiction of the City of Fontana.

ANALYSIS/DISCUSSION:

Project Proposal
Proficiency Capital, LLC proposes to consolidate six (6) parcels of land into three (3) parcels of land and then construct separate warehouse buildings on each parcel (**Exhibits B & C**). Parcel 1 will comprise 10.99 net acres of land on the west side of the project site to facilitate the development of a 210,628 square foot warehouse building (Building 1). Parcel 2 will comprise 4.22 net acres of land within the center of the project site to facilitate the development of a 77,047 square foot warehouse building (Building 2). Parcel 3 will comprise 2.85 net acres of land on the east end of the project site to facilitate the development of a 53,040 square foot warehouse building (Building 3). There is no proposed tenant for the any of the buildings at this time, but the design of each building will accommodate a wide-range of manufacturing and/or warehouse uses. According to the floor plans (

Exhibit D), the office areas will be located on the north side of each building, while the dock loading areas will be located on the south side of Building 1 and the west side of both Buildings 2 and 3. Building 1 will have thirty-two (32) dock doors, Building 2 will have fifteen (15) dock doors, and Building 3 will have nine (9) dock doors. All dock doors and truck trailers will be screened from public view along Renaissance Parkway and Palmetto Avenue via fourteen (14) foot tall concrete screen walls.

Architectural Design
The proposed buildings will feature significant building footprint articulation in the form of projected wall panels, projected pillars, and recessed niches alternating approximately every 100 linear feet on all sides of each building. The articulated portions and the corners of the building will feature increased height, relative to the rest of the building. The building height of Building 1 ranges from thirty-eight (38) feet to fifty (50) feet from the finished floor, with the highest points being the office corners and the articulated portions. Buildings 2 and 3 will have a building height ranging from thirty-six (36) feet to forty-eight (48) feet from the finished floor, again with the highest points being the office corners and articulated portions. The exterior of the buildings will be of concrete tilt-up wall construction painted with a palette of five (5) different colors (**Exhibit E**). The main wall planes and the office corners will have light gray tones, while the projected and recessed wall segments will have dark gray tones. Other key features of the buildings include concrete tile roofing above the office corners, generous amounts of glazing, limestone veneer accents at the office corners, and panel reveals.

Access
The project will have three (3) points of access via two (2) driveways connected to Renaissance Parkway and one (1) driveway connected to Palmetto Avenue. Both driveways on Renaissance Parkway will provide truck access to project site, while the driveway on Palmetto Avenue will be limited to employee/visitor access only. Access to the driveways will be provided via new street improvements along Renaissance Parkway and Palmetto Avenue.

No trucks will access the site from Palmetto Avenue, thereby preventing nuisance truck noise and vibration from affecting the single-family residences to the west.

Parking
Building 1 will have 156 auto-parking spaces, Building 2 will have 79 auto-parking spaces, and Building 3 will have 62 auto-parking spaces, for a combined 297 parking spaces for employees and visitors. 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):

Building 1 Auto-Parking Calculation:

Type of Use	Floor Area (square feet)	Parking Ratio	Number of spaces required
<u>Warehouse</u>			
Floor area up to 40,000 square feet	40,000	1 / 1,000	40

Floor area 40,001 square feet or more	160,628	1 / 4,000	41
Office	10,000	1 / 250	40
Total Required/Total Provided			**121/156**

Building 2 Auto-Parking Calculation:

Type of Use	Floor Area (square feet)	Parking Ratio	Number of spaces required
Warehouse			
Floor area up to 40,000 square feet	40,000	1 / 1,000	40
Floor area 40,001 square feet or more	32,047	1 / 4,000	9
Office	5,000	1 / 250	20
Total Required/Total Provided			**69/79**

Building 3 Auto-Parking Calculation:

Type of Use	Floor Area (square feet)	Parking Ratio	Number of spaces required
Warehouse			
Floor area up to 40,000 square feet	40,000	1 / 1,000	40
Floor area 40,001 square feet or more	8,040	1 / 4,000	3
Office	5,000	1 / 250	20
Total Required/Total Provided			**63/63**

Landscaping

The landscape coverage for the entire project is 19.8 percent, which exceeds the minimum required amount of 10.0 percent. This includes a ten (10) foot wide landscape easement adjacent to the public right-of-way along both Renaissance Parkway and Palmetto Avenue and landscape setbacks along the project street frontages that vary in depth from 20 feet to 30 feet. 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 Landscape Plant Palette of the Renaissance Specific Plan (**Exhibit F**).

Amendment No. 5 to the Renaissance Specific Plan
According to Figure 2-2 (Land Use Diagram) of the RSP, the entire project site is zoned Freeway Commercial (FC). Per Table 3-2, (General Permitted Uses) of the RSP, warehouse developments are not permitted within the FC zone. Thus, the current zoning designation cannot accommodate the proposed development. Within the RSP, only the Employment (EMP), Freeway Incubator (FI), and Business Center (BC) zones permit the development of warehouses. Simultaneously, the design of the proposed development is consistent with the development standards of the BC zone. As such, the applicant filed a Specific Plan Amendment application to change the zoning designation of the entire project site from FC to BC. The BC zone is the most logical zone for the project site, as it is consistent with the warehouse developments located to the south. The zoning of those warehouse developments is I-PID within the Rialto Airport Specific Plan, which is comparable to the BC zone.

The likelihood that the project site will ever develop with freeway commercial uses is remote. Prior to the adoption of the RSP, the project site was zoned Regional Freeway Commercial (RFC) in the Rialto Airport Specific Plan. Despite maintaining a zoning for freeway commercial uses for over 20 years the project site has remained vacant. An abundance of existing freeway commercial uses in nearby Fontana, mainly the Sierra Lakes Marketplace, and the lack of new housing in the area, which is necessary to increase commercial demand, make a commercial use in the near future improbable. Additionally, in the mid-2000's Caltrans installed a sound wall on the south side of the 210 freeway that parallels approximately 215 linear feet along the project site's frontage. This sound wall greatly reduces views of the project site from the 210 freeway, views deemed crucial to any potential commercial user.

For all of these reasons, the Planning Divisions supports the applicant's request to change the zoning designation of the project site to BC. All other FC zoned properties to the east of the project site, which are closer to Alder Avenue and 210-freeway access, will remain zoned FC.

Floor Area Ratio
Per Section 3 (Development Criteria), Table 3-5 of the Renaissance Specific Plan the maximum allowable Floor Area Ratio (FAR) for a site over 10 acres within the BC zone is 55.0 percent, while the maximum FAR for a site less than 5 acres within the BC zone is 45.0 percent. The FAR proposed for Building 1 is 44.0 percent, which is 11.0 percent less than the maximum allowable. The FAR proposed for Building 2 is 41.9 percent, which is 3.1 percent less than the maximum allowable, and the FAR proposed for Building 3 is 42.8 percent, which is 2.2 percent less than the maximum allowable. The FAR for all three (3) buildings complies with the FAR requirement of the BC zone.

Economic Development Committee
The Economic Development Committee (EDC) reviewed the project on March 16, 2016. The EDC supported the change in zoning, and instructed the applicant to file all entitlement applications necessary to develop the project.

Development Review Committee
The Development Review Committee (DRC) reviewed the project on May 18, 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, adequate truck dock screening, and increased landscaped setbacks. 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 August 30, 2016, to assess potential impacts to local streets and intersections. The Transportation Commission reviewed and approved the traffic study on October 5, 2016. A total of 2,033 daily Passenger Car Equivalent (PCE) trips are anticipated, with 173 AM peak hour trips and 184 PM peak hour trips. The traffic study determined that the project is responsible for “fair-share” payment of $88,135 towards a future traffic signal at the intersection of Renaissance Parkway and Palmetto Avenue and towards intersection and roadway improvements along Alder Avenue between Renaissance Parkway and the 210 Freeway.

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 $1,987,000 for those one-time fees, as shown in the chart below:

Fee	Capital	Operating	Total
Development Impact Fees	$1,850,000	-	$1,850,000
Building Plan Check / Permit Fees	-	$80,000	$80,000
Planning Fees	-	$12,000	$12,000
Engineering Plan Check / Permit Fees	-	$45,000	$45,000
One Time Fee Revenues	$1,850,000	$137,000	$1,987,000

Additionally, the project will generate approximately $67,000 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	$27,000
Utility Taxes	$23,000
Business License Tax	$17,000
Total Annual Revenues	$67,000

Furthermore, the project will generate approximately 160 to 180 jobs with a warehouse use tenant in each building. Typical wages for warehouses range from $12.00 an hour to $20.00 an hour for entry-level production workers and $20.00 an hour to $40.00 an hour for supervisory and management

positions. Ultimately, the end user will determine the actual wages provided. 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 BC zone proposed by the applicant. The proposed development is consistent with the existing warehouse developments adjacent to the south of the project site. The nearest sensitive uses are the single-family residences located to the west of the project site, across Palmetto Avenue. The project is not expected to negatively impact any uses since measures, such as landscape buffering, the installation of solid screen walls, and the restriction of truck movements on Palmetto Avenue 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 new structures and landscaping that complies with the City's Design Guidelines and the Renaissance Specific Plan.

GENERAL PLAN CONSISTENCY:

The project is consistent with the following goals of the Land Use Element and the Economic Development 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.

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

ENVIRONMENTAL IMPACT:

The applicant engaged T&B Planning, Inc. to prepare an Initial Study (Environmental Assessment Review No. 16-27) for the project in accordance with the requirements of the California Environmental Quality Act (CEQA). Based on the findings within the Initial Study, staff determined that the environmental effects that will result from the project have already been addressed in the previously certified Renaissance Specific Plan Final Environmental Impact Report, and, as such, an Addendum to the Renaissance Specific Plan Final Environmental Impact Report was prepared. The Addendum includes mitigation measures for effects related to Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Greenhouse Gas Emissions, Hydrology and Water Quality, Noise, and Transportation/Traffic. The Addendum to the Renaissance Specific Plan Environmental Impact Report, including the Initial Study and the Mitigation Monitoring and Report Program (MMRP), is attached to the agenda report (**Exhibit G**).

Additionally, in accordance with California Assembly Bill 52 and California Senate Bill 18, notices were mailed to eleven (11) Native American tribes informing them of the project and allowing them to request consultation on the 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. 19754 requiring to the applicant to coordinate with the Kizh Nation to allow access during all ground disturbance activities. The City informed Kizh Nation of the Condition of Approval and they deemed it acceptable.

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 H**) forwarding to the City Council the recommendation to adopt an Addendum to the Renaissance Specific Plan Final Environmental Impact Report related to the change of zoning from Freeway Commercial (FC) to Business Center (BC), the consolidation of six (6) parcels into three (3) parcels, and the development of three (3) separate warehouse buildings; and

- Adopt the attached Resolution (**Exhibit I**) forwarding to the City Council a recommendation to approval Amendment No. 5 to the Renaissance Specific Plan to change the zoning designation of approximately 18.20 gross acres of land, detailed in the legal description attached as **Exhibit J**, from Freeway Commercial (FC) within the Renaissance Specific Plan to Business Center (BC) within the Renaissance Specific Plan, subject to the findings and conditions therein; and

- Adopt the attached Resolution (**Exhibit K**) forwarding to the City Council a recommendation to approve Tentative Parcel Map No. 19754 to allow the consolidation of six (6) parcels of land (APNs: 0240-171-02, -03, -20, -21, -27 & 0240-191-07) into three (3) parcels of land to facilitate the development of three (3) separate warehouse buildings subject to the findings and conditions therein.

LEGAL DESCRIPTION
ZONE CHANGE

LOT 1 OF CERTIFICATE OF COMPLIANCE NO. 232, IN THE CITY OF RIALTO, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, RECORDED JUNE 16, 2016 AS DOCUMENT NO. 2016-0237716 OF OFFICIAL RECORDS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF RIALTO, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 1:

THE WEST 220 FEET OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER GOVERNMENT SURVEY.

EXCEPTING THEREFROM THAT PORTION OF SAID LAND GRANTED TO THE STATE OF CALIFORNIA BY GRANT DEED RECORDED DECEMBER 19, 2002, AS INSTRUMENT NO. 02-0691979 AND AS INSTRUMENT NO. 02-0691980, BOTH OF OFFICIAL RECORDS.

PARCEL 2:

THE EAST 285 FEET OF THE WEST 505 FEET OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF RIALTO, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND ON FILE IN THE DISTRICT LAND OFFICES.

EXCEPT ALL OIL, GAS AND OTHER MINERAL DEPOSITS IN THE LAND SO PATENTED, TOGETHER WITH RIGHT TO PROSPECT FOR, MINE, AND REMOVE THE SAME, ACCORDING TO THE PROVISIONS OF THE ACT OF CONGRESS OF JUNE 1, 1938 AS RESERVED IN THE PATENT RECORDED APRIL 7, 1891 IN BOOK 'C' PAGE 581 OF PATENTS.

ALSO EXCEPT THOSE PORTIONS CONVEYED TO THE STATE OF CALIFORNIA BY DEEDS RECORDED NOVEMBER 12, 2002 AS INSTRUMENT NO. 2002-0608906 AND DECEMBER 20, 2002 AS INSTRUMENT 20020694818, BOTH OF OFFICIAL RECORDS.

PARCEL 3:

THE EAST 155.00 FEET OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 SECTION 32, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF RIALTO, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF.

EXCEPTING THEREFROM THAT PORTION OF SAID LAND DESCRIBED IN THE GRANT DEED TO THE STATE OF CALIFORNIA RECORDED JANUARY 27, 2003 AS INSTRUMENT NO. 03-0052231, OFFICIAL RECORDS.

EXCEPTING THEREFROM ALL OIL, GAS AND OTHER MINERAL DEPOSITS IN THE LAND SO PATENTED, TOGETHER WITH THE RIGHT TO PROSPECT FOR, MINE AND REMOVE THE SAME, ACCORDING TO THE PROVISIONS OF THE ACT OF CONGRESS OF JUNE 1, 1938, AS RESERVED IN THE PATENT RECORDED APRIL 7, 1891, IN BOOK "C", PAGE 581, OF PATENTS.

LEGAL DESCRIPTION
ZONE CHANGE

PARCEL 4:

SOUTHERLY 9.143 METERS (30.00'), MEASURED AT RIGHT ANGLES FROM THE NORTH LINE OF SAID SECTION, SAID PARALLEL LINE ALSO BEING THE SOUTH LINE OF HIGHLAND AVENUE (60 FEET WIDE); THENCE ALONG SAID WEST LINE, SOUTH 0° 14' 26" EAST, 58.997 METERS (193.56') TO THE BEGINNING, OF A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY, HAVING A RADIUS OF 534.800 METERS (1754.59'), A RADIAL LINE TO

SAID POINT BEARS NORTH 24° 26' 42" EAST; THENCE SOUTHEASTERLY ALONG SAID CURVE, 43.109 METERS (141.43') THROUGH A CENTRAL ANGLE OF 4° 37' 36" TO THE EAST LINE OF SAID WEST 126 FEET, A RADIAL BEARS NORTH 29° 03' 48" EAST; THENCE ALONG SAID EAST LINE, NORTH 0° 14' 26" WEST, 78.602 METERS (257.88') TO A POINT ON SAID SOUTH LINE OF THE HIGHLAND AVENUE; THENCE SOUTH 89° 41' 42" WEST A DISTANCE OF 38.401 METERS (125.99') TO THE POINT OF BEGINNING.

PARCEL 5:

THE WEST 2.5 ACRES OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND APPROVED BY THE SURVEYOR GENERAL DATED OCTOBER 14, 1885.

EXCEPT THEREFROM THE WEST 32 FEET AS DESCRIBED IN THE DEED TO THE CITY OF RIALTO, RECORDED NOVEMBER 4, 1988 AS INSTRUMENT NO. 88-374286 OF OFFICIAL RECORDS.

ALSO EXCEPT THEREFROM THAT PORTION DESCRIBED IN THE DEED TO THE STATE OF CALIFORNIA, RECORDED JUNE 18, 2002 AS INSTRUMENT NO. 02-314406 OF OFFICIAL RECORDS.

PARCEL 6:

THAT PORTION OF THE EAST 7-1/2 ACRES OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE CITY OF RIALTO, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL GOVERNMENT PLAT THEREOF.

EXCEPT THEREFROM THAT PORTION CONVEYED TO THE STATE OF CALIFORNIA BY GRANT DEED RECORDED JULY 1, 2002, AS INSTRUMENT NO. 02-336836, OF OFFICIAL RECORDS, DESCRIBED AS FOLLOWS:
BEGINNING AT THE INTERSECTION OF THE WEST LINE OF SAID EAST 7-1/2 ACRES WITH THE SOUTH LINE OF HIGHLAND AVENUE (60 FEET WIDE), BEING A LINE PARALLEL WITH AND DISTANT SOUTHERLY 9.143 METERS (30.00') MEASURED AT A RIGHT ANGLE FROM THE NORTH LINE OF SAID SECTION; THENCE ALONG SAID SOUTH LINE NORTH 89° 41' 42" EAST 153.146 METERS (502.45') TO THE WEST LINE OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SAID SECTION; THENCE ALONG SAID WEST LINE SOUTH 0° 16' 18" EAST 10.269 METERS (33.69') TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE SOUTHERLY HAVING A RADIUS OF 534.800 METERS (1754.59'), A RADIAL LINE TO SAID BEGINNING BEARS NORTH 1° 54' 23" EAST, THENCE WESTERLY ALONG SAID CURVE 20.631 METERS THROUGH A CENTRAL ANGLE OF 2° 12'37", THENCE SOUTH 89° 41' 26" WEST 132.514 METERS (434.76') TO THE FIRST SAID WEST LINE; THENCE ALONG SAID WEST LINE NORTH
0° 18' 10" WEST 9.867 METERS (32.37') TO THE POINT OF BEGINNING.

LEGAL DESCRIPTION
ZONE CHANGE

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF RIALTO, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND APPROVED BY THE SURVEYOR GENERAL DATED OCTOBER 14, 1885.

TOGETHER WITH THE WEST 126 FEET OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO MERIDIAN IN THE CITY OF RIALTO, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND APPROVED BY THE SURVEYOR GENERAL DATED OCTOBER 14, 1885.

EXCEPTING THEREFROM THAT PORTION OF SAID LAND GRANTED TO THE STATE OF CALIFORNIA BY GRANT DEED RECORDED DECEMBER 19, 2002, AS INSTRUMENT NO. 2002-0691979 AND AS INSTRUMENT NO. 2002-0691980, BOTH OF OFFICIAL RECORDS.

ALSO EXCEPTING THEREFROM THAT PORTION OF SAID LAND DESCRIBED IN THE GRANT DEED TO THE STATE OF CALIFORNIA RECORDED JANUARY 27, 2003 AS INSTRUMENT NO. 2003-0052231, OFFICIAL RECORDS.

ALSO EXCEPT THOSE PORTIONS CONVEYED TO THE STATE OF CALIFORNIA BY DEEDS RECORDED NOVEMBER 12, 2002 AS INSTRUMENT NO. 2002-0608906 AND DECEMBER 20, 2002 AS INSTRUMENT 2002-0694818, BOTH OF OFFICIAL RECORDS.

ALSO EXCEPT THAT PORTION CONVEYED TO THE STATE OF CALIFORNIA BY DEED RECORDED APRIL 1, 2002 AS INSTRUMENT NO. 2002-0159084.

ALSO EXCEPT THOSE PORTIONS WITHIN HIGHLAND AVENUE (30 FEET HALFWIDTH).

EXCEPTING THEREFROM ALL OIL, GAS AND OTHER MINERAL DEPOSITS IN THE LAND SO PATENTED, TOGETHER WITH THE RIGHT TO PROSPECT FOR, MINE AND REMOVE THE SAME, ACCORDING TO THE PROVISIONS OF THE ACT OF CONGRESS OF JUNE 1, 1938, AS RESERVED IN THE PATENT RECORDED APRIL 7, 1891, IN BOOK "C", PAGE 581, OF PATENTS.

TOGETHER WITH:

THAT PORTION OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND APPROVED BY THE SURVEYOR GENERAL DATED OCTOBER 14, 1885 DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SAID NORTHEAST 1/4 OF SECTION 32;
THENCE EAST ALONG THE NORTH LINE OF SAID NORTHEAST 1/4 OF SECTION 32, 166.79 FEET, MORE OR LESS, TO THE EAST LINE OF THE WEST 2.5 ACRES OF SAID NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, SAID 2.5 ACRES BEING ESTABLISHED AS THE PROPORTIONED 2.5 TENTHS OF THE RECORD 10 ACRES PER SAID PLAT;
THENCE SOUTH ALONG THE EAST LINE OF THE SAID PROPORTIONED WEST 2.5 ACRES, 661.54 FEET, MORE OR LESS, TO THE SOUTH LINE OF THE SAID NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32;
THENCE WEST ALONG THE SAID SOUTH LINE 166.70 FEET, MORE OR LESS, TO THE WEST LINE OF SAID NORTHEAST 1/4 OF SECTION 32;

LEGAL DESCRIPTION
ZONE CHANGE

THENCE NORTH ALONG SAID WEST LINE 661.47 FEET, MORE OR LESS, TO THE POINT OF BEGINNING.

EXCEPT THEREFROM THE WEST 32 FEET AS DESCRIBED IN THE DEED TO THE CITY OF RIALTO, RECORDED NOVEMBER 4, 1988 AS INSTRUMENT NO. 88-374286 OF OFFICIAL RECORDS.

ALSO EXCEPT THEREFROM THAT PORTION DESCRIBED IN THE DEED TO THE STATE OF CALIFORNIA, RECORDED JUNE 18, 2002 AS INSTRUMENT NO. 2002-314406 OF OFFICIAL RECORDS.

ALSO EXCEPT THOSE PORTIONS WITHIN HIGHLAND AVENUE (30 FEET HALF WIDTH).

TOGETHER WITH:

THAT PORTION OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND APPROVED BY THE SURVEYOR GENERAL DATED OCTOBER 14, 1885 DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID NORTHEAST 1/4 OF SECTION 32;
THENCE EAST ALONG THE NORTH LINE OF SAID NORTHEAST 1/4 OF SECTION 32, 166.79 FEET, MORE OR LESS, TO THE EAST LINE OF THE WEST 2.5 ACRES OF SAID NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, SAID 2.5 ACRES BEING ESTABLISHED AS THE PROPORTIONED 2.5 TENTHS OF THE RECORD 10 ACRES PER SAID PLAT, TO THE POINT OF BEGINNING;
THENCE SOUTH ALONG THE EAST LINE OF THE SAID PROPORTIONED WEST 2.5 ACRES, 661.54 FEET, MORE OR LESS, TO THE SOUTH LINE OF THE SAID NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32;
THENCE EAST ALONG THE SAID SOUTH LINE 501.11 FEET, MORE OR LESS, TO THE EAST LINE OF SAID NORTHWEST 1/4 OF THE NORTHWEST 1/4 NORTHEAST 1/4 OF SECTION 32;
THENCE NORTH ALONG SAID LAST SAID EAST LINE 661.72 FEET, MORE OR LESS, TO THE SAID NORTH LINE;
THENCE WEST ALONG SAID NORTH LINE 500.37 FEET, MORE OR LESS, TO THE POINT OF BEGINNING.

EXCEPT THEREFROM THAT PORTION CONVEYED TO THE STATE OF CALIFORNIA BY GRANT DEED RECORDED JULY 1, 2002, AS INSTRUMENT NO. 2002-336836, OF OFFICIAL RECORDS.

ALSO EXCEPT THOSE PORTIONS WITHIN HIGHLAND AVENUE (30 FEET HALF WIDTH).

PREPARED UNDER THE DIRECTION OF:

BRIAN L. THIENES
P.L.S. No. 5750
REG. EXP. 12/31/17

11/2/16
DATE

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

RESOLUTION NO. 16-_

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF RIALTO, CALIFORNIA, RECOMMENDING THAT THE CITY COUNCIL APPROVE TENTATIVE PARCEL MAP NO. 19754 TO ALLOW THE CONSOLIDATION OF SIX (6) PARCELS OF LAND (APNS: 0240-171-02, -03, -20, -21, -27 & 0240-191-07) LOCATED AT THE SOUTHEAST CORNER OF RENAISSANCE PARKWAY AND PALMETTO AVENUE INTO THREE (3) PARCELS OF LAND.

WHEREAS, the applicant, Proficiency Capital, LLC, proposes to consolidate six (6) parcels of land (APNS: 0240-171-02, -03, -20, -21, -27 & 0240-191-07) located at the southeast corner of Renaissance Parkway and Palmetto Avenue (collectively "Site") into three (3) parcels of land ("Project"); and

WHEREAS, the Project will result in the creation of three (3) parcels of land: Parcel 1 a 10.99 net acre parcel of land, Parcel 2 a 4.22 net acre parcel of land, and Parcel 3 a 2.85 net acre parcel of land; and

WHEREAS, in conjunction with the Project, the applicant proposes to develop a 210,628 square foot warehouse building on Parcel 1, a 77,047 square foot warehouse building on Parcel 2, and a 53,040 square foot warehouse building on Parcel 3 ("Development"); and

WHEREAS, in conjunction with the Project, the applicant has also submitted Amendment No. 5 to the Renaissance Specific Plan to change the zoning designation of the Site, as described in the legal description attached as Exhibit A, from Freeway Commercial (FC) within the Renaissance Specific Plan to Business Center (BC) within the Renaissance Specific Plan ("RSP AMD No. 5"); and

WHEREAS, the Project within the BC zone requires the approval of a tentative parcel map, and the Applicant has agreed to apply for a Tentative Parcel Map No. 19754 ("TPM No. 19754"), in accordance with Government Code Sections 66473.5 and 66474; and

WHEREAS, on November 9, 2016, the Planning Commission of the City of Rialto conducted a duly noticed public hearing, as required by law, on TPM No. 19754 and RSP AMD No. 5, took testimony, at which time it received input from staff, the city attorney, and the

Applicant; heard public testimony; discussed the proposed TPM No. 19754 and RSP AMD No. 5; 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. 19754, 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. 19754 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 Business Center (BC) zone of the Rialto Airport Specific Plan; and

This finding is supported by the following facts:

The Site has a General Plan designation of Specific Plan with a Specific Plan Overlay. RSP AMD No. 5, prepared in conjunction with the Project, will change the zoning designation of the Site from FC to BC. According to Table 3-5 (Development Standards-Business and Commercial Uses) of the Renaissance Specific Plan, the minimum parcel size in the BC zone is 1.0 acres, the minimum lot width in the BC zone is 200 feet, and the minimum lot depth in the BC zone is 200 feet. Parcel 1 will be 10.99 net acres in size with approximate dimensions of 807 feet by 575 feet. Parcel 2 will be 4.22 net acres in size with approximate dimensions of 331 feet by 550 feet. Parcel 3 will be 2.85 net acres in size with approximate dimensions of 290 feet by 428 feet. The proposed parcels will exceed the required minimum lot size and dimension.

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 Business Center (BC) 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 BC zone of the Renaissance Specific Plan. All street improvements shown on the proposed tentative map have been designed to the standards established within the Section 3 (Development Criteria) of the Renaissance 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:

RSP AMD No. 5, prepared in conjunction with the Project, will change the zoning designation of the Site from FC to BC. Subsequently, the Project will consolidate the Site into three (3) parcels of land to facilitate the development of three (3) separate warehouse buildings. Parcel 1 will contain 10.99 net acres of land with a 210,628 square foot warehouse building, resulting in a FAR of 44.0 percent. Parcel 2 will contain 4.22 net acres of land with a 77,047 square foot warehouse building, resulting in an FAR of 41.9 percent. Parcel 3 will contain 2.85 net acres of land with a 53,040 square foot building, resulting in an FAR of 42.8 percent. Per Section 3 (Development Criteria), Table 3-5 of the Renaissance Specific Plan the maximum allowable Floor Area Ratio (FAR) for a site over 10 acres within the BC zone is 55.0 percent, while the maximum FAR for a site less than 5 acres within the BC zone is 45.0 percent. Each building proposed in conjunction with the Project complies with the FAR requirement of the BC zone.

Additionally, the proposed development does comply with all other development standards of the BC zone that are contained within the Section 3 (Development Criteria) of the Renaissance 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 undeveloped and covered by natural grasses. The Initial Study (Environmental Assessment Review No. 16-05) prepared for the project identified that the Site was not identified by the Renaissance Specific Plan Final Environmental Impact Report (RSP FEIR) as a Site containing suitable habitat for any sensitive species, including the Burrowing Owl.

Additionally, a Habitat Sustainability Evaluation was prepared by Ecological Sciences specifically for the project. The Habitat Sustainability Evaluation came to the same conclusion documented in the RSP FEIR and found that the site is highly degraded and lacks suitable habitat for sensitive wildlife and plant species. Nevertheless, the Initial Study prepared for the Project includes two (2) mitigation measures from the RSP FEIR 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, across Renaissance Parkway, is the 210 Freeway, and to the east is approximately 3.28 gross acres of vacant land. To the south are two (2) large warehouse buildings totaling approximately 2,060,000 square feet in size, and to the west, across Palmetto Avenue, is a single-family residential subdivision. The zoning of the project site and the properties to the east is Freeway Commercial (FC) within the Renaissance Specific Plan. The zoning of the properties to the south is Planned Industrial Development (I-PID) within the Rialto Airport Specific Plan, and the properties to the west are within the jurisdiction of the City of Fontana. The development proposed in conjunction with the Project is consistent with the existing warehouse developments adjacent to the south of the project site, and several others in the nearby area.

The nearest sensitive uses are the single-family residences located to the west of the project site, across Palmetto Avenue. The project is not expected to negatively impact any uses since measures, such as landscape buffering, the installation of solid screen walls, and the restriction of truck movements on Palmetto Avenue will be implemented. Furthermore, construction impacts will be limited through the strict enforcement of the allowable construction hours listed in Section 9.50.070 of the Rialto Municipal Code, as well as enforcement of regular watering of the Site to limit airborne dust and other particulate matter. 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:

Nine (9) 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. An Initial Study (Environmental Assessment Review No. 16-27) has been prepared for the proposed Project in accordance with the California Environmental Quality Act (CEQA) and it has been determined that the Project will not create new or more severe impacts than those evaluated in the previously certified Renaissance Specific Plan Final Environmental Impact Report. Based on the Initial Study, prepared in accordance with CEQA, an Addendum to the Renaissance Specific Plan Final Environmental Impact Report has been prepared. The Planning Commission has forwarded, or is forwarding, a recommendation to the City Council to adopt the Addendum to the Renaissance Specific Plan Final Environmental Impact Report for the Project.

SECTION 4. The Planning Commission hereby recommends that the City Council approve TPM No. 19754, in conjunction with the RSP AMD No. 5, to allow the consolidation of six (6) parcels of land (APNs: 0240-171-02, -03, -20, -21, -27 & 0240-191-07) located at the southeast corner of Renaissance Parkway and Palmetto Avenue into three (3) parcels of land, in accordance with the application on file with the Planning Division, subject to the following conditions:

1. TPM No. 19754 is approved allowing the consolidation of six (6) parcels of land (APNs: 0240-171-02, -03, -20, -21, -27 & 0240-191-07) located at the southeast corner of Renaissance Parkway and Palmetto Avenue into three (3) parcels of land for the purpose of developing one (1) 210,628 square foot warehouse building, one (1) 77,047 square foot warehouse building, and one (1) 53,040 square foot warehouse building, as shown on the tentative map submitted to the Planning Division on August 18, 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. 19754. 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. Applicant shall comply with all conditions of approval contained in RSP AMD No. 5, to the extent they are not in conflict with any condition of approval herein.

7. All mitigation measures listed in Environmental Assessment Review No. 16-27 shall be met prior to issuance of any Certificate of Occupancy.

8. 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.

9. All conditions of approval for TPM No. 19754 shall be completed to the satisfaction of the City Engineer prior to the issuance of a Certificate of Occupancy.

10. 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.

11. A Precise Grading Plan shall be approved for the project by the City Engineer prior to the issuance of any building permits.

12. 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.

13. 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.

14. All median and 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.

15. 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.

16. Any improvements within the public right-of-way require a City of Rialto Encroachment Permit.

17. 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.

18. 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.

19. 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.

20. The Applicant shall dedicate additional right-of-way along the entire project frontage of Renaissance Parkway as may be required to provide the ultimate half-width of 54 feet, together with a property line – corner cutback at the southeast corner of Renaissance Parkway and Palmetto Avenue, as required by the City Engineer.

21. The Applicant shall make every effort to acquire additional right-of-way along the entire frontage of the properties identified by Assessor's Parcel Numbers 0240-171-30 and 0240-191-41 as may be required to provide the ultimate half-width of 54 feet along the north side Renaissance Parkway, as required by the City Engineer.

22. The Applicant shall dedicate a 10-foot wide landscape easement adjacent to the public right-of-way along the entire project frontage of Renaissance Parkway.

23. The Applicant shall construct new full-width street improvements in accordance with the Renaissance Specific Plan, including curb, gutter, sidewalk, parkway, and street paving, along the entire of project frontage on Renaissance Parkway, to the satisfaction of the City Engineer, and as required by the Transportation Commission.

24. The Applicant shall construct a curb ramp meeting current California State Accessibility standards at the southeast corner of Renaissance Parkway and Palmetto Avenue, in accordance with City of Rialto Standard Drawings.

25. The Applicant shall construct two (2) new commercial driveway approaches on Renaissance Parkway 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 that does exceed or will exceed 30 inches in height in order to maintain an appropriate corner sight distance, as required by the City Engineer.

26. The Applicant shall construct a curb ramp meeting current California State Accessibility standards along both sides of each new commercial driveway approach located on Renaissance Parkway. 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.

27. The Applicant shall construct an 18-foot wide raised and landscaped median island within Renaissance Parkway along the entire project frontage, as approved by the City Engineer. The median nose width shall be constructed 4 feet wide and shall have stamped concrete. The left turn pockets shall be designed in accordance with Section 405 of the current edition of the Caltrans Highway Design Manual, as approved by the City Engineer.

28. The Applicant shall remove existing, and construct new pavement with a minimum pavement section of 5 inches asphalt concrete pavement over 6 inches crushed aggregate base with a minimum subgrade of 24 inches at 95% relative compaction, or equal, along the entire frontage of Renaissance Parkway in accordance with City of Rialto Standard Drawings. The pavement section shall be determined using a Traffic Index ("TI") of 10. The 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. Pavement shall extend across the full-width of Renaissance Parkway.

29. The Applicant shall construct a new underground electrical system for public street lighting improvements along Renaissance Parkway. New marbelite street light poles with LED light fixtures shall be installed in accordance with City of Rialto Standard Drawings.

30. The Applicant shall dedicate additional right-of-way along the entire project frontage of Palmetto Avenue as may be required to provide the ultimate half-width of 32 feet, together with a property line – corner cutback at the southeast corner of Renaissance Parkway and Palmetto Avenue, as required by the City Engineer.

31. The Applicant shall dedicate a 10-foot wide landscape easement adjacent to the public right-of-way along the entire project frontage of Palmetto Avenue.

32. The Applicant shall construct one (1) new commercial driveway approach on Palmetto 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 that does exceed or will exceed 30 inches in height in order to maintain an appropriate corner sight distance, as required by the City Engineer.

33. The Applicant shall construct a curb ramp meeting current California State Accessibility standards along both sides of the new commercial driveway approach on Palmetto 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.

34. The Applicant shall remove existing, and construct new pavement with a minimum pavement section of 5 inches asphalt concrete pavement over 6 inches crushed aggregate base with a minimum subgrade of 24 inches at 95% relative compaction, or equal, along the entire frontage of Palmetto Avenue in accordance with City of Rialto Standard Drawings. The pavement section shall be determined using a Traffic Index ("TI") of 10. The 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. Pavement shall extend from clean sawcut edge of pavement centerline.

35. The Applicant shall construct a new underground electrical system for public street lighting improvements along Palmetto Avenue, as necessary. New marbelite street light poles with LED light fixtures shall be installed in accordance with City of Rialto Standard Drawings.

36. 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.

37. 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.

38. An accessible pedestrian path of travel shall be provided throughout the site, as required by applicable state and federal laws.

39. The Applicant shall connect the development to the City of Rialto sewer system and apply for a sewer connection account with Rialto Water Services. The Applicant shall extend public sewer service, as necessary, to provide sewer service to the underlying property, as required by the City Engineer. Easements for sanitary sewer service shall be acquired as necessary for the public sewer service extension.

40. 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.

41. All sewer mains constructed by the Applicant shall become part of the public sewer system shall be pressure tested and digitally video recorded by the City's wastewater system operator (Veolia) prior to acceptance of the sewer system for maintenance by the City. The Applicant shall be responsible for all costs associated with testing and inspection services. Any defects of the sewer main shall be removed, replaced, or repaired to the satisfaction of the City Engineer prior to acceptance.

42. 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.

43. 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.

44. 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.

45. 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.

46. 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.

47. 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.

48. 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.

49. 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.

50. 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.

51. 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.

52. 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.

53. 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

54. 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.

55. 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.

56. 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.

57. 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.

58. 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.

59. A minimum of 48 inches of clearance for disabled access shall be provided on all public sidewalks.

60. 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.

61. 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.

62. 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.

63. The Applicant shall comply with all traffic impact analysis mitigations measures approved by the City of Rialto Transportation Commission.

64. 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.

65. The Applicant shall comply with all other applicable State and local ordinances.

66. Approval of TPM No. 19754 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. 19754 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. 19754.

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 9th day of November, 2016.

_____
JERRY GUTIERREZ, CHAIR
CITY OF RIALTO PLANNING COMMISSION

Exhibit 'A'

LEGAL DESCRIPTION
ZONE CHANGE

LOT 1 OF CERTIFICATE OF COMPLIANCE NO. 232, IN THE CITY OF RIALTO, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, RECORDED JUNE 16, 2016 AS DOCUMENT NO. 2016-0237716 OF OFFICIAL RECORDS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF RIALTO, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 1:

THE WEST 220 FEET OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER GOVERNMENT SURVEY.

EXCEPTING THEREFROM THAT PORTION OF SAID LAND GRANTED TO THE STATE OF CALIFORNIA BY GRANT DEED RECORDED DECEMBER 19, 2002, AS INSTRUMENT NO. 02-0691979 AND AS INSTRUMENT NO. 02-0691980, BOTH OF OFFICIAL RECORDS.

PARCEL 2:

THE EAST 285 FEET OF THE WEST 505 FEET OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF RIALTO, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND ON FILE IN THE DISTRICT LAND OFFICES.

EXCEPT ALL OIL, GAS AND OTHER MINERAL DEPOSITS IN THE LAND SO PATENTED, TOGETHER WITH RIGHT TO PROSPECT FOR, MINE, AND REMOVE THE SAME, ACCORDING TO THE PROVISIONS OF THE ACT OF CONGRESS OF JUNE 1, 1938 AS RESERVED IN THE PATENT RECORDED APRIL 7, 1891 IN BOOK 'C' PAGE 581 OF PATENTS.

ALSO EXCEPT THOSE PORTIONS CONVEYED TO THE STATE OF CALIFORNIA BY DEEDS RECORDED NOVEMBER 12, 2002 AS INSTRUMENT NO. 2002-0608906 AND DECEMBER 20, 2002 AS INSTRUMENT 20020694818, BOTH OF OFFICIAL RECORDS.

PARCEL 3:

THE EAST 155.00 FEET OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 SECTION 32, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF RIALTO, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF.

EXCEPTING THEREFROM THAT PORTION OF SAID LAND DESCRIBED IN THE GRANT DEED TO THE STATE OF CALIFORNIA RECORDED JANUARY 27, 2003 AS INSTRUMENT NO. 03-0052231, OFFICIAL RECORDS.

EXCEPTING THEREFROM ALL OIL, GAS AND OTHER MINERAL DEPOSITS IN THE LAND SO PATENTED, TOGETHER WITH THE RIGHT TO PROSPECT FOR, MINE AND REMOVE THE SAME, ACCORDING TO THE PROVISIONS OF THE ACT OF CONGRESS OF JUNE 1, 1938, AS RESERVED IN THE PATENT RECORDED APRIL 7, 1891, IN BOOK "C", PAGE 581, OF PATENTS.

LEGAL DESCRIPTION
ZONE CHANGE

PARCEL 4:

SOUTHERLY 9.143 METERS (30.00'), MEASURED AT RIGHT ANGLES FROM THE NORTH LINE OF SAID SECTION, SAID PARALLEL LINE ALSO BEING THE SOUTH LINE OF HIGHLAND AVENUE (60 FEET WIDE); THENCE ALONG SAID WEST LINE, SOUTH 0° 14' 26" EAST, 58.997 METERS (193.56') TO THE BEGINNING, OF A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY, HAVING A RADIUS OF 534.800 METERS (1754.59'), A RADIAL LINE TO

SAID POINT BEARS NORTH 24° 26' 42" EAST; THENCE SOUTHEASTERLY ALONG SAID CURVE, 43.109 METERS (141.43') THROUGH A CENTRAL ANGLE OF 4° 37' 36" TO THE EAST LINE OF SAID WEST 126 FEET, A RADIAL BEARS NORTH 29° 03' 48" EAST; THENCE ALONG SAID EAST LINE, NORTH 0° 14' 26" WEST, 78.602 METERS (257.88') TO A POINT ON SAID SOUTH LINE OF THE HIGHLAND AVENUE; THENCE SOUTH 89° 41' 42" WEST A DISTANCE OF 38.401 METERS (125.99') TO THE POINT OF BEGINNING.

PARCEL 5:

THE WEST 2.5 ACRES OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND APPROVED BY THE SURVEYOR GENERAL DATED OCTOBER 14, 1885.

EXCEPT THEREFROM THE WEST 32 FEET AS DESCRIBED IN THE DEED TO THE CITY OF RIALTO, RECORDED NOVEMBER 4, 1988 AS INSTRUMENT NO. 88-374286 OF OFFICIAL RECORDS.

ALSO EXCEPT THEREFROM THAT PORTION DESCRIBED IN THE DEED TO THE STATE OF CALIFORNIA, RECORDED JUNE 18, 2002 AS INSTRUMENT NO. 02-314406 OF OFFICIAL RECORDS.

PARCEL 6:

THAT PORTION OF THE EAST 7-1/2 ACRES OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE CITY OF RIALTO, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL GOVERNMENT PLAT THEREOF.

EXCEPT THEREFROM THAT PORTION CONVEYED TO THE STATE OF CALIFORNIA BY GRANT DEED RECORDED JULY 1, 2002, AS INSTRUMENT NO. 02-336836, OF OFFICIAL RECORDS, DESCRIBED AS FOLLOWS:
BEGINNING AT THE INTERSECTION OF THE WEST LINE OF SAID EAST 7-1/2 ACRES WITH THE SOUTH LINE OF HIGHLAND AVENUE (60 FEET WIDE), BEING A LINE PARALLEL WITH AND DISTANT SOUTHERLY 9.143 METERS (30.00') MEASURED AT A RIGHT ANGLE FROM THE NORTH LINE OF SAID SECTION; THENCE ALONG SAID SOUTH LINE NORTH 89° 41' 42" EAST 153.146 METERS (502.45') TO THE WEST LINE OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SAID SECTION; THENCE ALONG SAID WEST LINE SOUTH 0° 16' 18" EAST 10.269 METERS (33.69') TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE SOUTHERLY HAVING A RADIUS OF 534.800 METERS (1754.59'), A RADIAL LINE TO SAID BEGINNING BEARS NORTH 1° 54' 23" EAST, THENCE WESTERLY ALONG SAID CURVE 20.631 METERS THROUGH A CENTRAL ANGLE OF 2° 12'37", THENCE SOUTH 89° 41' 26" WEST 132.514 METERS (434.76') TO THE FIRST SAID WEST LINE; THENCE ALONG SAID WEST LINE NORTH
0° 18' 10" WEST 9.867 METERS (32.37') TO THE POINT OF BEGINNING.

LEGAL DESCRIPTION
ZONE CHANGE

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF RIALTO, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND APPROVED BY THE SURVEYOR GENERAL DATED OCTOBER 14, 1885.

TOGETHER WITH THE WEST 126 FEET OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO MERIDIAN IN THE CITY OF RIALTO, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND APPROVED BY THE SURVEYOR GENERAL DATED OCTOBER 14, 1885.

EXCEPTING THEREFROM THAT PORTION OF SAID LAND GRANTED TO THE STATE OF CALIFORNIA BY GRANT DEED RECORDED DECEMBER 19, 2002, AS INSTRUMENT NO. 2002-0691979 AND AS INSTRUMENT NO. 2002-0691980, BOTH OF OFFICIAL RECORDS.

ALSO EXCEPTING THEREFROM THAT PORTION OF SAID LAND DESCRIBED IN THE GRANT DEED TO THE STATE OF CALIFORNIA RECORDED JANUARY 27, 2003 AS INSTRUMENT NO. 2003-0052231, OFFICIAL RECORDS.

ALSO EXCEPT THOSE PORTIONS CONVEYED TO THE STATE OF CALIFORNIA BY DEEDS RECORDED NOVEMBER 12, 2002 AS INSTRUMENT NO. 2002-0608906 AND DECEMBER 20, 2002 AS INSTRUMENT 2002-0694818, BOTH OF OFFICIAL RECORDS.

ALSO EXCEPT THAT PORTION CONVEYED TO THE STATE OF CALIFORNIA BY DEED RECORDED APRIL 1, 2002 AS INSTRUMENT NO. 2002-0159084.

ALSO EXCEPT THOSE PORTIONS WITHIN HIGHLAND AVENUE (30 FEET HALFWIDTH).

EXCEPTING THEREFROM ALL OIL, GAS AND OTHER MINERAL DEPOSITS IN THE LAND SO PATENTED, TOGETHER WITH THE RIGHT TO PROSPECT FOR, MINE AND REMOVE THE SAME, ACCORDING TO THE PROVISIONS OF THE ACT OF CONGRESS OF JUNE 1, 1938, AS RESERVED IN THE PATENT RECORDED APRIL 7, 1891, IN BOOK "C", PAGE 581, OF PATENTS.

TOGETHER WITH:

THAT PORTION OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND APPROVED BY THE SURVEYOR GENERAL DATED OCTOBER 14, 1885 DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SAID NORTHEAST 1/4 OF SECTION 32;
THENCE EAST ALONG THE NORTH LINE OF SAID NORTHEAST 1/4 OF SECTION 32, 166.79 FEET, MORE OR LESS, TO THE EAST LINE OF THE WEST 2.5 ACRES OF SAID NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, SAID 2.5 ACRES BEING ESTABLISHED AS THE PROPORTIONED 2.5 TENTHS OF THE RECORD 10 ACRES PER SAID PLAT;
THENCE SOUTH ALONG THE EAST LINE OF THE SAID PROPORTIONED WEST 2.5 ACRES, 661.54 FEET, MORE OR LESS, TO THE SOUTH LINE OF THE SAID NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32;
THENCE WEST ALONG THE SAID SOUTH LINE 166.70 FEET, MORE OR LESS, TO THE WEST LINE OF SAID NORTHEAST 1/4 OF SECTION 32;

LEGAL DESCRIPTION
ZONE CHANGE

THENCE NORTH ALONG SAID WEST LINE 661.47 FEET, MORE OR LESS, TO THE POINT OF BEGINNING.

EXCEPT THEREFROM THE WEST 32 FEET AS DESCRIBED IN THE DEED TO THE CITY OF RIALTO, RECORDED NOVEMBER 4, 1988 AS INSTRUMENT NO. 88-374286 OF OFFICIAL RECORDS.

ALSO EXCEPT THEREFROM THAT PORTION DESCRIBED IN THE DEED TO THE STATE OF CALIFORNIA, RECORDED JUNE 18, 2002 AS INSTRUMENT NO. 2002-314406 OF OFFICIAL RECORDS.

ALSO EXCEPT THOSE PORTIONS WITHIN HIGHLAND AVENUE (30 FEET HALF WIDTH).

TOGETHER WITH:

THAT PORTION OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND APPROVED BY THE SURVEYOR GENERAL DATED OCTOBER 14, 1885 DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID NORTHEAST 1/4 OF SECTION 32;
THENCE EAST ALONG THE NORTH LINE OF SAID NORTHEAST 1/4 OF SECTION 32, 166.79 FEET, MORE OR LESS, TO THE EAST LINE OF THE WEST 2.5 ACRES OF SAID NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, SAID 2.5 ACRES BEING ESTABLISHED AS THE PROPORTIONED 2.5 TENTHS OF THE RECORD 10 ACRES PER SAID PLAT, TO THE POINT OF BEGINNING;
THENCE SOUTH ALONG THE EAST LINE OF THE SAID PROPORTIONED WEST 2.5 ACRES, 661.54 FEET, MORE OR LESS, TO THE SOUTH LINE OF THE SAID NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32;
THENCE EAST ALONG THE SAID SOUTH LINE 501.11 FEET, MORE OR LESS, TO THE EAST LINE OF SAID NORTHWEST 1/4 OF THE NORTHWEST 1/4 NORTHEAST 1/4 OF SECTION 32;
THENCE NORTH ALONG SAID LAST SAID EAST LINE 661.72 FEET, MORE OR LESS, TO THE SAID NORTH LINE;
THENCE WEST ALONG SAID NORTH LINE 500.37 FEET, MORE OR LESS, TO THE POINT OF BEGINNING.

EXCEPT THEREFROM THAT PORTION CONVEYED TO THE STATE OF CALIFORNIA BY GRANT DEED RECORDED JULY 1, 2002, AS INSTRUMENT NO. 2002-336836, OF OFFICIAL RECORDS.

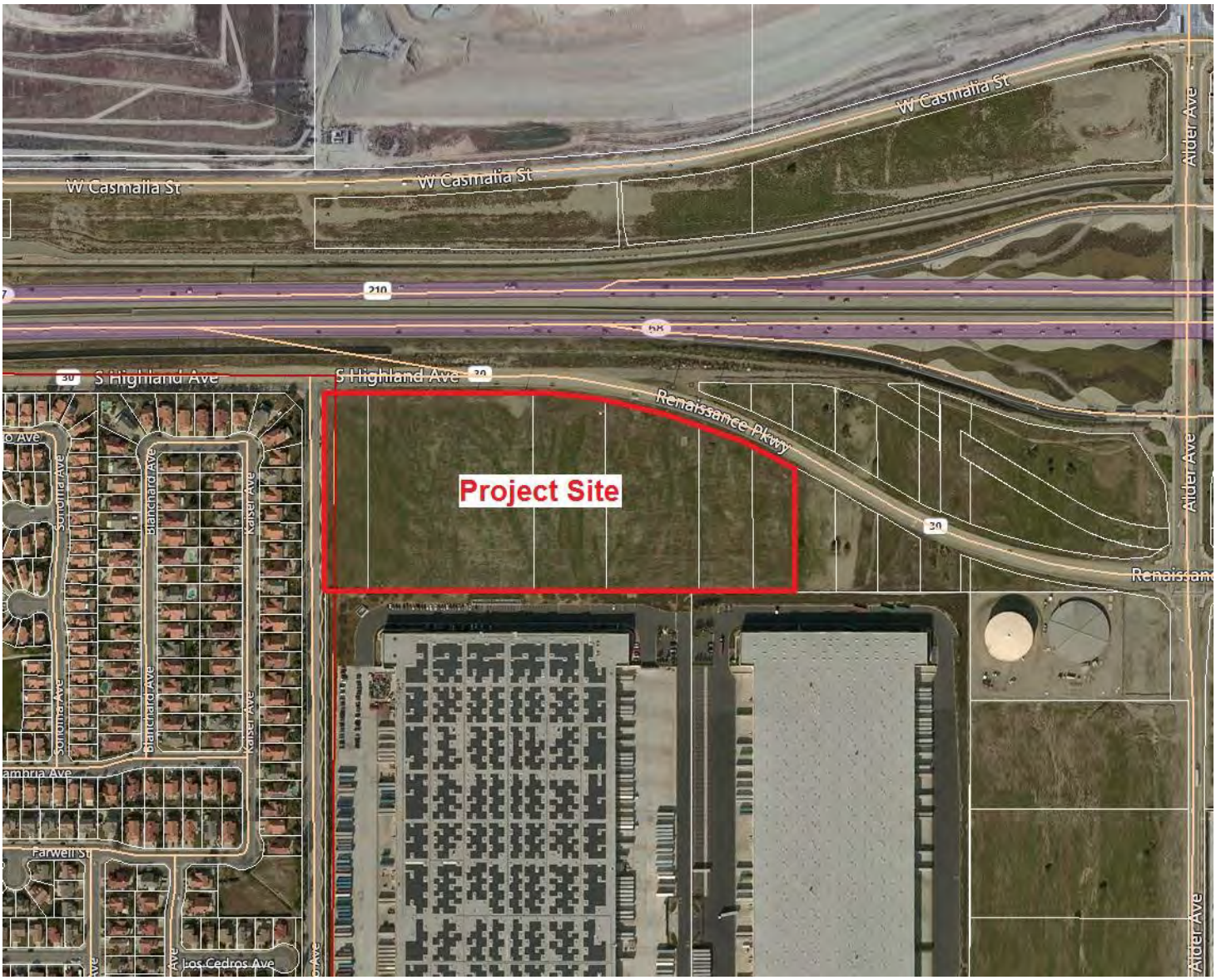
ALSO EXCEPT THOSE PORTIONS WITHIN HIGHLAND AVENUE (30 FEET HALF WIDTH).

PREPARED UNDER THE DIRECTION OF:

BRIAN L. THIENES
P.L.S. No. 5750
REG. EXP. 12/31/17

11/2/16
DATE

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



Project Location Map

N

SHEET 1 OF 1

TENTATIVE PARCEL MAP NO. 19754

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

BEING A SUBDIVISION OF A PORTION OF THE NORTH HALF OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER AND A PORTION OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER, BOTH PORTIONS BEING IN SECTION 32, TOWNSHIP 1 NORTH, RANGE 5 WEST, S.B.M.

LEGAL DESCRIPTION:

PORTION 1:

THE WEST 220 FEET OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER GOVERNMENT SURVEY.

EXCEPTING THEREFROM THAT PORTION OF SAID LAND GRANTED TO THE STATE OF CALIFORNIA BY GRANT DEED RECORDED DECEMBER 19, 2002, AS INSTRUMENT NO. 02-0691979 AND AS INSTRUMENT NO. 02-0691980, BOTH OF OFFICIAL RECORDS.

PORTION 2:

THE EAST 285 FEET OF THE WEST 505 FEET OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF RIALTO, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND ON FILE IN THE DISTRICT LAND OFFICES.

EXCEPT ALL OIL, GAS AND OTHER MINERAL DEPOSITS IN THE LAND SO PATENTED, TOGETHER WITH RIGHT TO PROSPECT FOR, MINE, AND REMOVE THE SAME, ACCORDING TO THE PROVISIONS OF THE ACT OF CONGRESS OF JUNE 1, 1938 AS RESERVED IN THE PATENT RECORDED APRIL 7, 1891 IN BOOK "C" PAGE 581 OF PATENTS.

ALSO EXCEPT THOSE PORTIONS CONVEYED TO THE STATE OF CALIFORNIA BY DEEDS RECORDED NOVEMBER 12, 2002 AS INSTRUMENT NO. 2002-0608906 AND DECEMBER 20, 2002 AS INSTRUMENT 2002069481B, BOTH OF OFFICIAL RECORDS.

PORTION 3:

THE EAST 155.00 FEET OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 SECTION 32, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF RIALTO, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF.

EXCEPTING THEREFROM THAT PORTION OF SAID LAND DESCRIBED IN THE GRANT DEED TO THE STATE OF CALIFORNIA RECORDED JANUARY 27, 2003 AS INSTRUMENT NO. 03-0052231, OFFICIAL RECORDS.

EXCEPTING THEREFROM ALL OIL, GAS AND OTHER MINERAL DEPOSITS IN THE LAND SO PATENTED, TOGETHER WITH THE RIGHT TO PROSPECT FOR, MINE AND REMOVE THE SAME, ACCORDING TO THE PROVISIONS OF THE ACT OF CONGRESS OF JUNE 1, 1938, AS RESERVED IN THE PATENT RECORDED APRIL 7, 1891, IN BOOK "C", PAGE 581, OF PATENTS.

PORTION 4:

SOUTHERLY 9.143 METERS (30.00'), MEASURED AT RIGHT ANGLES FROM THE NORTH LINE OF SAID SECTION, SAID PARALLEL LINE ALSO BEING THE SOUTH LINE OF HIGHLAND AVENUE (60 FEET WIDE); THENCE ALONG SAID WEST LINE, SOUTH 0° 14' 26" EAST, 58.997 METERS (193.56') TO THE BEGINNING, OF A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY, HAVING A RADIUS OF 534.800 METERS (1754.59'), A RADIAL LINE TO SAID POINT BEARS NORTH 24° 26' 42" EAST; THENCE SOUTHEASTERLY ALONG SAID CURVE, 43.109 METERS (141.43') THROUGH A CENTRAL ANGLE OF 4° 37' 36" TO THE EAST LINE OF SAID WEST 126 FEET, A RADIAL BEARS NORTH 29° 03' 48" EAST. THENCE ALONG SAID EAST LINE, NORTH 0° 14' 26" WEST, 78.602 METERS (257.88') TO A POINT ON SAID SOUTH LINE OF THE HIGHLAND AVENUE; THENCE SOUTH 89° 41' 42" WEST A DISTANCE OF 38.401 METERS (125.99') TO THE POINT OF BEGINNING.

SAID LEGAL DESCRIPTIONS OF PORTIONS 1, 2, 3 AND 4 AS NOTED ABOVE ARE ALSO DESCRIBED AS FOLLOWS:

THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND APPROVED BY THE SURVEYOR GENERAL DATED OCTOBER 14, 1885.

TOGETHER WITH THE WEST 126 FEET OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO MERIDIAN IN THE CITY OF RIALTO, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND APPROVED BY THE SURVEYOR GENERAL DATED OCTOBER 14, 1885.

EXCEPTING THEREFROM THAT PORTION OF SAID LAND GRANTED TO THE STATE OF CALIFORNIA BY GRANT DEED RECORDED DECEMBER 19, 2002, AS INSTRUMENT NO. 2002-0691979 AND AS INSTRUMENT NO. 2002-0691980, BOTH OF OFFICIAL RECORDS.

ALSO EXCEPTING THEREFROM THAT PORTION OF SAID LAND DESCRIBED IN THE GRANT DEED TO THE STATE OF CALIFORNIA RECORDED JANUARY 27, 2003 AS INSTRUMENT NO. 2003-0052231, OFFICIAL RECORDS.

ALSO EXCEPT THOSE PORTIONS CONVEYED TO THE STATE OF CALIFORNIA BY DEEDS RECORDED NOVEMBER 12, 2002 AS INSTRUMENT NO. 2002-0608906 AND DECEMBER 20, 2002 AS INSTRUMENT 2002-0694818, BOTH OF OFFICIAL RECORDS.

ALSO EXCEPT THAT PORTION CONVEYED TO THE STATE OF CALIFORNIA BY DEED RECORDED APRIL 1, 2002 AS INSTRUMENT NO. 2002-0159084.

ALSO EXCEPT THOSE PORTIONS WITHIN HIGHLAND AVENUE (30 FEET HALFWIDTH).

EXCEPTING THEREFROM ALL OIL, GAS AND OTHER MINERAL DEPOSITS IN THE LAND SO PATENTED, TOGETHER WITH THE RIGHT TO PROSPECT FOR, MINE AND REMOVE THE SAME, ACCORDING TO THE PROVISIONS OF THE ACT OF CONGRESS OF JUNE 1, 1938, AS RESERVED IN THE PATENT RECORDED APRIL 7, 1891, IN BOOK "C", PAGE 581, OF PATENTS.

PORTION 5:

THE WEST 2.5 ACRES OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND APPROVED BY THE SURVEYOR GENERAL DATED OCTOBER 14, 1885.

EXCEPT THEREFROM THE WEST 32 FEET AS DESCRIBED IN THE DEED TO THE CITY OF RIALTO, RECORDED NOVEMBER 4, 1988 AS INSTRUMENT NO. 88-374286 OF OFFICIAL RECORDS.

ALSO EXCEPT THEREFROM THAT PORTION DESCRIBED IN THE DEED TO THE STATE OF CALIFORNIA, RECORDED JUNE 18, 2002 AS INSTRUMENT NO. 02-314406 OF OFFICIAL RECORDS.

SAID LEGAL DESCRIPTION OF PORTION 5 AS NOTED ABOVE IS ALSO DESCRIBED AS FOLLOWS:

THAT PORTION OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND APPROVED BY THE SURVEYOR GENERAL DATED OCTOBER 14, 1885 DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SAID NORTHEAST 1/4 OF SECTION 32;
THENCE EAST ALONG THE NORTH LINE OF SAID NORTHEAST 1/4 OF SECTION 32, 166.79 FEET, MORE OR LESS, TO THE EAST LINE OF THE WEST 2.5 ACRES OF SAID NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, SAID 2.5 ACRES BEING ESTABLISHED AS THE PROPORTIONED 2.5 TENTHS OF THE RECORD 10 ACRES PER SAID PLAT;
THENCE SOUTH ALONG THE EAST LINE OF THE SAID PROPORTIONED WEST 2.5 ACRES, 661.54 FEET, MORE OR LESS, TO THE SOUTH LINE OF THE SAID NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32;
THENCE WEST ALONG THE SAID SOUTH LINE 166.70 FEET, MORE OR LESS, TO THE WEST LINE OF SAID NORTHEAST 1/4 OF SECTION 32;
THENCE NORTH ALONG SAID WEST LINE 661.47 FEET, MORE OR LESS, TO THE POINT OF BEGINNING.

EXCEPT THEREFROM THE WEST 32 FEET AS DESCRIBED IN THE DEED TO THE CITY OF RIALTO, RECORDED NOVEMBER 4, 1988 AS INSTRUMENT NO. 88-374286 OF OFFICIAL RECORDS.

ALSO EXCEPT THEREFROM THAT PORTION DESCRIBED IN THE DEED TO THE STATE OF CALIFORNIA, RECORDED JUNE 18, 2002 AS INSTRUMENT NO. 2002-314406 OF OFFICIAL RECORDS.

ALSO EXCEPT THOSE PORTIONS WITHIN HIGHLAND AVENUE (30 FEET HALF WIDTH).

PORTION 6:

THAT PORTION OF THE EAST 7-1/2 ACRES OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE CITY OF RIALTO, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL GOVERNMENT PLAT THEREOF.

EXCEPT THEREFROM THAT PORTION CONVEYED TO THE STATE OF CALIFORNIA BY GRANT DEED RECORDED JULY 1, 2002, AS INSTRUMENT NO. 02-336836, OF OFFICIAL RECORDS, DESCRIBED AS FOLLOWS:
BEGINNING AT THE INTERSECTION OF THE WEST LINE OF SAID EAST 7-1/2 ACRES WITH THE SOUTH LINE OF HIGHLAND AVENUE (60 FEET WIDE), BEING A LINE PARALLEL WITH AND DISTANT SOUTHERLY 9.143 METERS (30.00') MEASURED AT A RIGHT ANGLE FROM THE NORTH LINE OF SAID SECTION; THENCE ALONG SAID SOUTH LINE NORTH 89° 41' 42" EAST 153.146 METERS (502.45') TO THE WEST LINE OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SAID SECTION; THENCE ALONG SAID WEST LINE SOUTH 0° 16' 18" EAST 10.269 METERS (33.69') TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE SOUTHERLY HAVING A RADIUS OF 534.800 METERS (1754.59'), A RADIAL LINE TO SAID BEGINNING BEARS NORTH 1° 34' 23" EAST, THENCE WESTERLY ALONG SAID CURVE 20.831 METERS THROUGH A CENTRAL ANGLE OF 2° 12'37", THENCE SOUTH 89° 41' 26" WEST 132.514 METERS (434.76') TO THE FIRST SAID WEST LINE; THENCE ALONG SAID WEST LINE NORTH 0° 18' 10" WEST 9.867 METERS (32.37') TO THE POINT OF BEGINNING.

SAID LEGAL DESCRIPTION PORTION 6 AS NOTED ABOVE IS ALSO DESCRIBED AS FOLLOWS:

THAT PORTION OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND APPROVED BY THE SURVEYOR GENERAL DATED OCTOBER 14, 1885 DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID NORTHEAST 1/4 OF SECTION 32;
THENCE EAST ALONG THE NORTH LINE OF SAID NORTHEAST 1/4 OF SECTION 32, 166.79 FEET, MORE OR LESS, TO THE EAST LINE OF THE WEST 2.5 ACRES OF SAID NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, SAID 2.5 ACRES BEING ESTABLISHED AS THE PROPORTIONED 2.5 TENTHS OF THE RECORD 10 ACRES PER SAID PLAT, TO THE POINT OF BEGINNING;
THENCE SOUTH ALONG THE EAST LINE OF THE SAID PROPORTIONED WEST 2.5 ACRES, 661.54 FEET, MORE OR LESS, TO THE SOUTH LINE OF THE SAID NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32;
THENCE EAST ALONG THE SAID SOUTH LINE 501.11 FEET, MORE OR LESS, TO THE EAST LINE OF SAID NORTHWEST 1/4 OF THE NORTHWEST 1/4 NORTHEAST 1/4 OF SECTION 32;
THENCE NORTH ALONG SAID LAST SAID EAST LINE 661.72 FEET, MORE OR LESS, TO THE SAID NORTH LINE;
THENCE WEST ALONG SAID NORTH LINE 500.37 FEET, MORE OR LESS, TO THE POINT OF BEGINNING.

EXCEPT THEREFROM THAT PORTION CONVEYED TO THE STATE OF CALIFORNIA BY GRANT DEED RECORDED JULY 1, 2002, AS INSTRUMENT NO. 2002-336836, OF OFFICIAL RECORDS.

ALSO EXCEPT THOSE PORTIONS WITHIN HIGHLAND AVENUE (30 FEET HALFWIDTH).

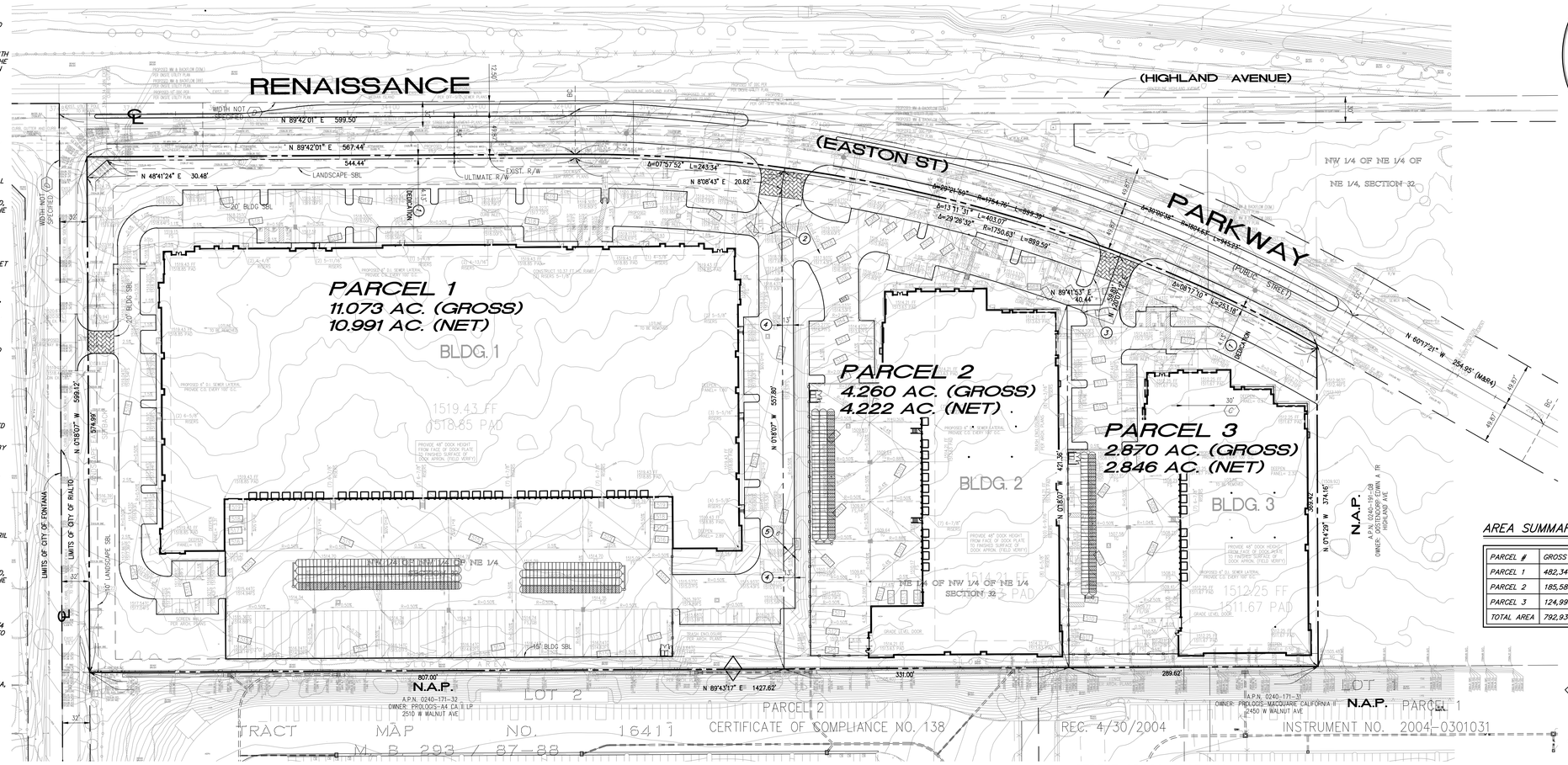
APNs:

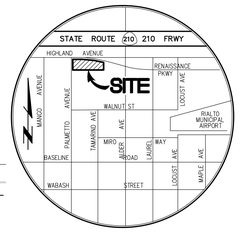
0240-171-02
0240-171-03
0240-171-20
0240-171-21
0240-171-27
0240-191-07

NOTES:

DATE OF PREPERATION: 4-25-2016
GROSS ACREAGE: 18.203
NET ACREAGE: 18.059

NUMBER OF PROPOSED PARCELS: 3





VICINITY MAP
N.T.S.

SCALE: 1"=60'

AREA SUMMARY:

PARCEL #	GROSS (S.F.)	GROSS (AC.)	NET (S.F.)	NET (AC.)
PARCEL 1	482,347 S.F.	11.073 AC.	478,767 S.F.	10.991 AC.
PARCEL 2	185,588 S.F.	4.260 AC.	183,922 S.F.	4.222 AC.
PARCEL 3	124,998 S.F.	2.870 AC.	123,956 S.F.	2.846 AC.
TOTAL AREA	792,933 S.F.	18.203 AC.	786,645 S.F.	18.059 AC.

EXISTING EASEMENTS:

(A) A. THE OWNERSHIP OF SAID LAND DOES NOT INCLUDE RIGHTS OF ACCESS TO OR FROM THE STREET, HIGHWAY, OR FREEWAY ABUTTING SAID LAND, SUCH RIGHTS HAVING BEEN RELINQUISHED BY MULTIPLE DOCUMENTS:
1. RECORDING DATE: DECEMBER 19, 2002 RECORDING NO.: 2002-691979, OFFICIAL RECORDS
2. RECORDING DATE: DECEMBER 19, 2002 RECORDING NO.: 2002-691980, OFFICIAL RECORDS
3. RECORDING DATE: JULY 1, 2002 RECORDING NO.: 2002-336836, OFFICIAL RECORDS
4. RECORDING DATE: DECEMBER 20, 2002 RECORDING NO.: 2002-0694818, OFFICIAL RECORDS
5. RECORDING DATE: JANUARY 27, 2003 RECORDING NO.: 2003-0052231, OFFICIAL RECORDS
6. RECORDING DATE: NOVEMBER 12, 2002 RECORDING NO.: 2002-0608906, OFFICIAL RECORDS
7. RECORDING DATE: JUNE 18, 2002 RECORDING NO.: 2002-314406, OFFICIAL RECORDS
8. RECORDING DATE: APRIL 1, 2002 RECORDING NO: 2002-159084, OFFICIAL RECORDS
9. RECORDING DATE: JULY 1, 2002 RECORDING NO: 02-336836, OFFICIAL RECORDS

(SUBJECT PROPERTY ABUTS FRONTAGE ROAD TO WHICH ACCESS RIGHTS HAVE NOT BEEN RELINQUISHED - NOTHING PLOTTED)

(B) B. RESERVATIONS CONTAINED IN THE PATENT FROM: THE UNITED STATES OF AMERICA
RECORDED: APRIL 7, 1897 IN BOOK C, PAGE 581, OF PATENTS WHICH AMONG OTHER THINGS RECITES AS FOLLOWS:
SUBJECT TO ANY VESTED AND ACCRUED WATER RIGHTS FOR MINING, AGRICULTURAL, MANUFACTURING, OR OTHER PURPOSES AND RIGHTS TO DITCHES AND RESERVOIRS USED IN CONNECTION WITH SUCH WATER RIGHTS, AS MAY BE RECOGNIZED AND ACKNOWLEDGED BY THE LOCAL CUSTOMS, LAWS AND DECISIONS OF THE COURTS, AND THE RESERVATION FROM THE LANDS HEREBY GRANTED, A RIGHT OF WAY THEREON FOR DITCHES OR CANALS CONSTRUCTED BY THE AUTHORITY OF THE UNITED STATES.
(SAID DOCUMENT IS NOT LEGIBLE AND COULD NOT BE REVIEWED)

(C) C. EASEMENT FOR PUBLIC ROAD, AS GRANTED TO PHILIP J. ROBINSON AND JACK ROBINSON IN A DOCUMENT RECORDED DATE: AUGUST 7, 1956 RECORDING NO.: BOOK 4006, PAGE 206, OFFICIAL RECORDS
(SAID EASEMENT PLOTTED HEREON)
TO BE QUITCLAIMED BY SEPARATE INSTRUMENT

(D) D. EASEMENT FOR IRRIGATION DICHES OR PIPES, AS RESERVED BY J.D. LARKIN IN A DOCUMENT RECORDED DATE: OCTOBER 15, 1888 RECORDING NO.: BOOK 86, PAGE 159, DEEDS
(EASEMENT WIDTH NOT SPECIFIED, EASEMENT CENTERLINE PLOTTED HEREON)
(LOCATION OF SAID CENTERLINE IS AT CENTERLINES HIGHLAND AVE AND PALMETTO AVE)

PROPOSED EASEMENTS:

(1) A 4.13' WIDE STREET DEDICATION OF RENAISSANCE PARKWAY TO THE CITY OF RIALTO TO BE DEDICATED ON PARCEL MAP

(2) A VARIABLE WIDTH EASEMENT FOR RECIPROCAL ACCESS AND CROSS LOT DRAINAGE PURPOSES OVER PARCELS 1 AND 2 FOR THE BENEFIT OF PARCELS 1 AND 2 TO BE RESERVED ON PARCEL MAP

(3) A 40' WIDE EASEMENT FOR RECIPROCAL ACCESS AND CROSS LOT DRAINAGE PURPOSES OVER PARCELS 2 AND 3 FOR THE BENEFIT OF PARCELS 2 AND 3 TO BE RESERVED ON PARCEL MAP

(4) A 13' WIDE EASEMENT FOR ACCESS AND CROSS LOT DRAINAGE OVER PARCEL 2 FOR THE BENEFIT OF PARCEL 1 TO BE RESERVED ON PARCEL MAP

(5) A 6' WIDE AND VARIABLE WIDTH EASEMENT FOR STORM DRAIN PURPOSES OVER OVER PARCEL 2 FOR THE BENEFIT OF PARCEL 1 TO BE RESERVED ON PARCEL MAP

BENCHMARK:

CITY OF RIALTO BENCH MARK: NO. 052-88
CITY OF RIALTO BRASS DISC SET IN TOP OF CURB, 4 FEET EAST OF THE EAST END , NORTH-EAST CURB RETURN, 55 FEET EAST OF CENTERLINE TAMARIND AVE. AND 48 FEET SOUTH OF CENTERLINE BASELINE RD.
(2 ORDER-2 CLASS, 4/01/89)
ELEVATION = 1411.723' (NGVD-29 / RIALTO QUAD / 1929 ADJ.)

BASIS OF BEARINGS:

THE BEARINGS SHOWN HEREON ARE BASED ON THE CENTERLINE OF HIGHLAND AVENUE BEING N 89°42'01" E AS PER TRACT MAP NO. 16441 M.B. 293/87-88, IN THE CITY OF RIALTO, RECORDS OF THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA.

ZONING:

ZONING INFORMATION:
GENERAL PLAN DESIGNATION: SPECIFIC PLAN WITH SPECIFIC PLAN OVERLAY
ZONE DESIGNATION: RENAISSANCE SPECIFIC PLAN
SPECIAL ZONE: "FREEWAY COMMERCIAL (FC)" (WITHIN SP)

SITE PLAN TABULATION:

	BLDG. 1	BLDG. 2	BLDG. 3	TOTAL
SITE AREA				
In s.f.	478,767	183,922	123,956	786,645 s.f.
In acres	10.99	4.22	2.85	18.06 ac.
BUILDING AREA (footprint)	205,828	74,547	50,540	330,715 s.f.
1st floor office	5,000	2,500	2,500	10,000 s.f.
mezzanine	5,000	2,500	2,500	10,000
Warehouse	200,628	72,047	48,040	320,715 s.f.
TOTAL	210,628	77,047	53,040	340,715 s.f.
COVERAGE	44.0%	41.9%	42.8%	43.3%
AUTO PARKING REQUIRED				
Office: 1/250 s.f.	40	20	20	80 stalls
Whse: 1st 40k @ 1/1,000 s.f.	40	40	40	120 stalls
above 40k @ 1/4,000 s.f.	40	8	2	50 stalls
TOTAL	120	68	62	250 stalls
AUTO PARKING PROVIDED				
Standard (9'x 18')	149	75	59	283 stalls
Handicap (9'x18')	7	4	3	14 stalls
TOTAL PARKING PROVIDED	156	79	62	297 stalls
TRAILER PARKING PROVIDED				
Trailer (10'x 55')	50			50 stalls
ZONING ORDINANCE FOR CITY				
Proposed Zoning - Renaissance SP - (Business Center)				
MAXIMUM FLOOR AREA RATIO				
0-5 acres: Max. FAR 0.45				
5-10 acres: Max. FAR 0.50				
>10 acres: Max. FAR 0.55				
FRONT AND SIDE STREET SETBACKS				
Bldgs<100,000 sq.ft. - 20ft avg. 15ft min.				
Bldgs>100,000 sq.ft. - 30 ft avg. 25 ft min.				
INTERIOR SIDE SETBACKS				
If adjacent to business uses - 0ft or separated by 20ft plus 10ft for each additional floor				
REAR SETBACKS				
If adjacent to business uses/streets - 25ft avg.20 ft. min.				
MAXIMUM HEIGHT				
75 ft.				
LANDSCAPE REQUIREMENT				
Percentage - 10%				
LANDSCAPE PROVIDED				
Percentage -	20.3%	19.8%	17.6%	19.8%
in s.f.	97,204	36,468	21,875	155,547

UTILITY PROVIDER'S

WATER :
SAN GABRIEL VALLEY WATER COMPANY
15966 ARROW ROUTE
FONTANA, CA 92335
PHONE: (909) 201-7375
CONTACT: LIUZONG ZHOU

SEWER :
CITY OF RIALTO
355 W. RIALTO AVENUE
RIALTO, CA 92376
PHONE: (909) 421-4986
CONTACT: HECTOR GONZALEZ

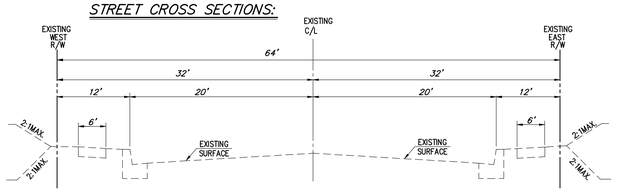
CABLE:
TIME WARNER CABLE
1500 AUTO CENTER DRIVE
ONTARIO, CA 91761
CONTACT: COZETTE MILES

ELECTRIC:
SOUTHERN CALIFORNIA EDISON
7951 REDWOOD AVENUE
FONTANA, CA 92336
PHONE: (909) 357-6585
CONTACT: SERVICE PLANNER

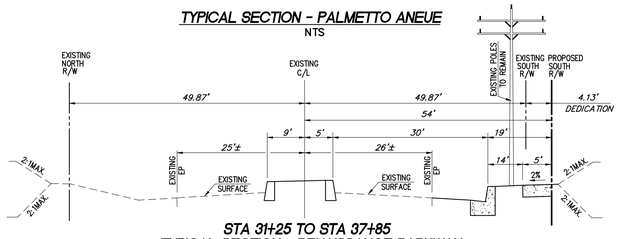
TELEPHONE:
AT&T - ANAHEIM
3939 E. CORONADO ST., 2ND FLOOR
ANAHEIM, CA 92807
PHONE: (951) 539-2263
CONTACT: ROBERT STURTEVANT

GAS:
SO. CALIF. GAS COMPANY
1981 W. LUGONIA AVENUE, P.O. BOX 3003
REDLANDS, CA 92374-9720
PHONE: (909) 335-3946
FAX: (909) 335-7527
CONTACT: JOSEPH CASARES

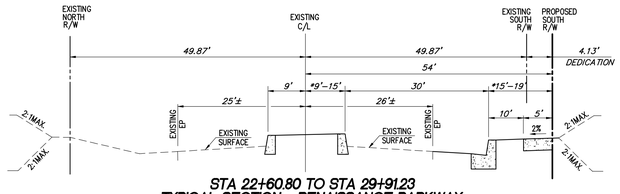
STREET CROSS SECTIONS:



TYPICAL SECTION - PALMETTO ANEUE
NTS



STA 31+25 TO STA 37+85
TYPICAL SECTION - RENAISSANCE PARKWAY
NTS



STA 22+60.80 TO STA 29+91.23
TYPICAL SECTION - RENAISSANCE PARKWAY
NTS
*TRANSITION FROM STA 28+75 TO 31+25

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

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

ARCHITECT:

HPA ARCHITECTURE
18831 BARDEEN AVENUE, STE. #100
IRVINE, CA 92612
PHONE: (949) 863-1773

DEVELOPER:

5020 CAMPUS DRIVE
NEWPORT BEACH, CA 92660
PHONE: (949) 296-7006

ENGINEER:

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

PREPARED UNDER THE DIRECTION OF:
BRIAN L. THIENES
P.L.S. NO. 5750
REG. EXP. 12/31/2017
08 / 03 / 16
DATE

Last Update: 8/3/16
O:\3400-3499\3428\3428\TPM\3428_TPM.dwg

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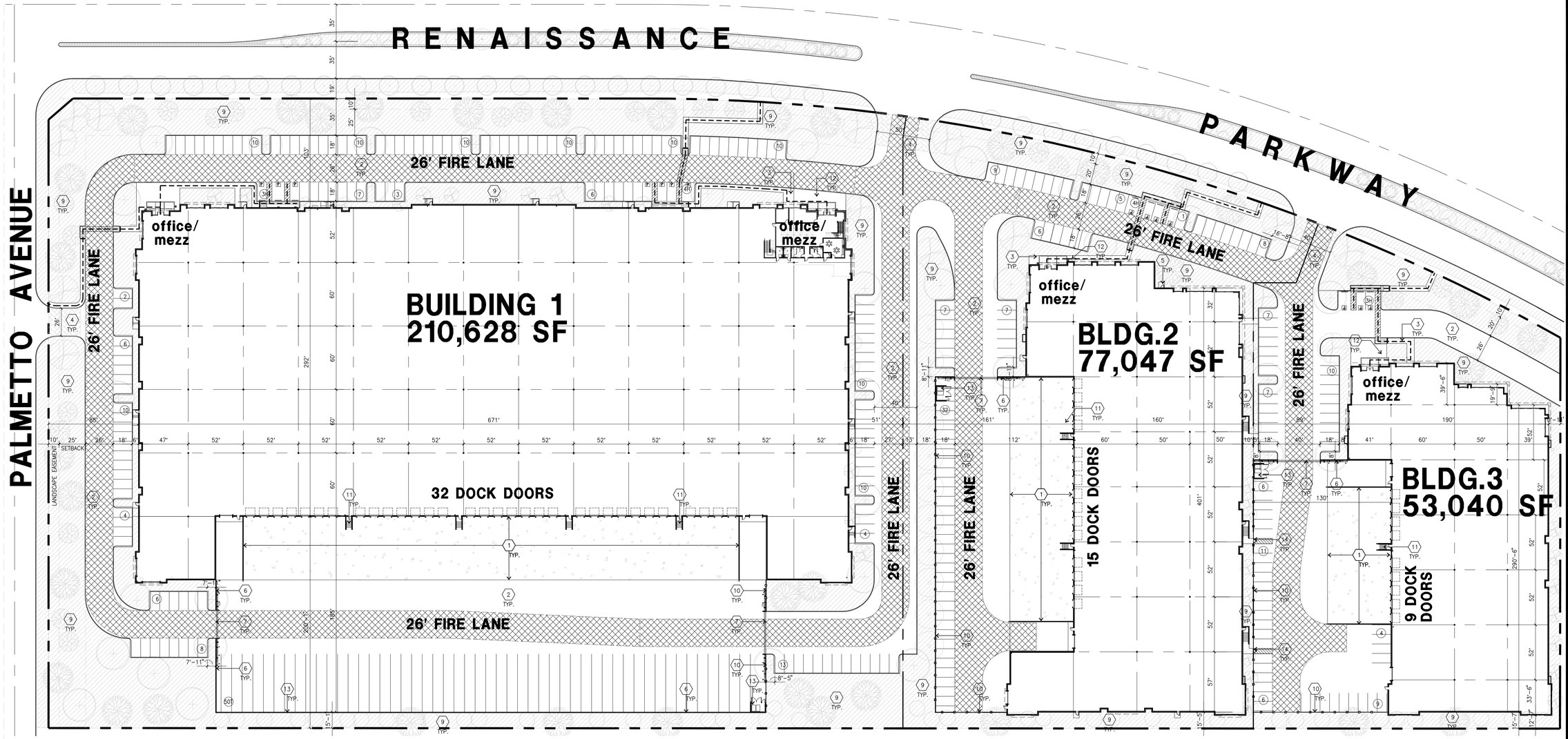

OVERALL SITE PLAN (A)
scale: 1"=40'-0"

SITE PLAN KEYNOTES

1. HEAVY BROOM FINISH CONC. PAVEMENT, SEE "C" & "S" DWGS..
2. ASPHALT PAVING.
3. CONCRETE WALKWAY, SEE "L" DRAWINGS.
4. DRIVEWAY APRONS WITH DECORATIVE PAVEMENT TO BE CONSTRUCTED PER "L" DRAWINGS.
5. 5'-6"X5'-6"X4" MIN. THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH. SLOPE TO BE 1/4" : 12" MAX. PROVIDE WALK TO PUBLIC WAY OR DRIVE WAY W/ 1:20 MAX. AS REQ. BY CITY INSPECTOR.
6. 14'H CONCRETE TILT-UP SCREEN WALL - TO BE TREATED TO MATCH THE ADJACENT BUILDING WALL.
7. PROVIDE METAL, MANUAL OPERATED GATES W/ KNOX-PAD LOCK PER FIRE DEPARTMENT STANDARDS PER DRIVEWAY.
9. LANDSCAPE. SEE "L" DWGS.
10. 8'H WROUGHT IRON FENCE
11. EXTERIOR CONC. STAIR.
12. BIKE RACK
13. TRASH ENCLOSURE.
14. MAN GATE FOR FIRE ACCESS.

SITE PLAN GENERAL NOTES

1. NOT USED
2. IF SOILS ARE EXPANSIVE IN NATURE, USE STEEL REINFORCING FOR ALL SITE CONCRETE.
3. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE WALL, FACE OF CONCRETE CURB OR GRID LINE U.N.O.
4. SEE "C" PLANS FOR ALL CONCRETE CURBS, GUTTERS AND SWALES. DETAILS ON SHEET AD.1 ARE MINIMUM STANDARDS.
5. THE ENTIRE PROJECT SHALL BE PERMANENTLY MAINTAINED WITH AN AUTOMATIC IRRIGATION SYSTEM, PRIOR TO INSTALLATION & AT LEAST 60 DAYS BEFORE BLDG. COMPLETION.
6. SEE "C" DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR SHALL VERIFY ACTUAL UTILITY CONTRACTOR SHALL VERIFY ACTUAL UTILITY LOCATIONS.
7. PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG. SEE "C" DRAWINGS.
8. CONTRACTOR TO REFER TO "C" DRAWINGS FOR ALL HORIZONTAL CONTROL DIMENSIONS. SITE PLANS ARE FOR GUIDANCE AND STARTING LAYOUT POINTS.
9. SEE "C"DRAWINGS FOR FINISH GRADE ELEVATIONS.
10. CONCRETE SIDEWALKS TO BE A MINIMUM OF 4" THICK W/ TOOLED JOINTS AT 6' O.C. EXPANSION/CONSTRUCTION JOINTS SHALL BE A MAXIMUM 12' EA. WAY W/ 1:20 MAX. SLOPE. EXPANSION JOINTS TO HAVE COMPRESSIVE EXPANSION FILLER MATERIAL OF 1/4". SEE "L" DRAWINGS FOR FINISH.
11. NOT USED
12. PAINT. CURBS AND PROVIDE SIGNS TO INFORM OF FIRE LANES AS REQUIRED BY FIRE DEPARTMENT.
13. CONSTRUCTION DOCUMENTS PERTAINING TO THE LANDSCAPE AND IRRIGATION OF THE ENTIRE PROJECT SITE SHALL BE SUBMITTED TO THE BUILDING DEPARTMENT AND APPROVED BY PUBLIC FACILITIES DEVELOPMENT PRIOR TO ISSUANCE OF BUILDING PERMITS.
14. PRIOR TO FINAL CITY INSPECTION, THE LANDSCAPE ARCHITECT SHALL SUBMIT A CERTIFICATE OF COMPLETION TO PUBLIC FACILITIES DEVELOPMENT.
15. NOT USED
16. ALL LANDSCAPE AND IRRIGATION DESIGNS SHALL MEET CURRENT CITY STANDARDS AS LISTED IN GUIDELINES OR AS OBTAINED FROM PUBLIC FACILITIES DEVELOPMENT.
17. NOT USED.
18. LANDSCAPED AREAS SHALL BE DELINEATED WITH A MINIMUM SIX INCHES (6") HIGH CURB
19. APPROVED CONCEPTUAL LANDSCAPE PLAN PRIOR TO GRADING PERMIT
20. ALL ON-SITE OUTDOOR CARGO HANDLING (CHE) (INCLUDING YARD TRUCKS, HOSTLERS, YARD GOATS, PALLET JACKS, FORKLIFTS, AND OTHER ON-SITE EQUIPMENT) SHALL BE POWERED BY NON-DIESEL FUELED ENGINES.
21. ALL ON-SITE INDOOR FORKLIFTS SHALL BE POWERED BY ELECTRICITY, COMPRESSED NATURAL GAS, OR PROPANE.
22. DURING SITE PREPARATION AND GRADING ACTIVITY, ALL OFF-ROAD CONSTRUCTION EQUIPMENT SHALL BE CALIFORNIA AIR RESOURCES BOARD (CARB) TIER 3 CERTIFIED OR BETTER.

SITE LEGEND

- LANDSCAPED AREA
- CONCRETE PAVING SEE "C" DRWGS. FOR THICKNESS
- STANDARD PARKING STALL (9' X 18')
- AC. PAVING - SEE "C" DRWGS. FOR THICKNESS
- HANDICAP PARKING STALL (9' X 18')
- PATH OF TRAVEL

PROJECT INFORMATION

Owner

PROFICIENCY CAPITAL LLC
5020 CAMPUS DRIVE
NEWPORT BEACH, CA 92660
TEL: (949) 296-7006
CONTACT: MATT ENGLHARD

Assessors Parcel Number

0240-171-02, 03, 20, 21, 27
& 0240-191-07

Applicant

HPA
18831 BARDEEN AVE, STE #100
IRVINE, CA 92612
TEL: (949) 862-2125
CONTACT: JOCELYN WAN

Zoning information

ZONING DESIGNATION - RENAISSANCE SP - (FREEWAY COMMERCIAL)

NOTE:
ALL BUILDINGS OVER 5,000 SQUARE FEET IN SIZE WILL HAVE FIRE SPRINKLER INSTALLED.

DIF FEES WILL BE PAID PRIOR TO ISSUANCE OF ANY BUILDING PERMITS.

TABULATION

	BLDG. 1	BLDG. 2	BLDG. 3	TOTAL
SITE AREA				
In s.f.	478,767	183,922	123,956	786,645 s.f.
In acres	10.99	4.22	2.85	18.06 ac.
BUILDING AREA (footprint)	205,628	74,547	50,540	330,715 s.f.
1st floor office	5,000	2,500	2,500	10,000 s.f.
mezzanine	5,000	2,500	2,500	10,000
Warehouse	200,628	72,047	48,040	320,715 s.f.
TOTAL	210,628	77,047	53,040	340,715 s.f.
COVERAGE	44.0%	41.9%	42.8%	43.3%
AUTO PARKING REQUIRED				
Office: 1/250 s.f.	40	20	20	80 stalls
Whse: 1st 40k @ 1/1,000 s.f.	40	40	40	120 stalls
above 40k @ 1/4,000 s.f.	40	8	3	51 stalls
TOTAL	120	68	63	251 stalls
AUTO PARKING PROVIDED				
Standard (9'x 18')	149	75	60	284 stalls
Handicap (9'x18')	7	4	3	14 stalls
TOTAL PARKING PROVIDED	156	79	63	298 stalls
TRAILER PARKING PROVIDED				
Trailer (10'x 55')	50			50 stalls

ZONING ORDINANCE FOR CITY
Proposed Zoning - Renaissance SP- (Business Center)

MAXIMUM FLOOR AREA RATIO
0-5 acres: Max. FAR 0.45
5-10 acres: Max. FAR 0.50
>10 acres: Max. FAR 0.55

FRONT AND SIDE STREET SETBACKS
Bldgs<100,000 sq.ft. - 20ft avg. 15ft min.
Bldgs>100,000 sq.ft. - 30 ft avg. 25 ft min.

INTERIOR SIDE SETBACKS
If adjacent to business uses - 0ft or separated by 20ft plus 10ft for each additional floor

REAR SETBACKS
If adjacent to business uses/streets - 25ft avg.20 ft. min.

MAXIMUM HEIGHT
75 ft.

LANDSCAPE REQUIREMENT				
Percentage - 10%				
LANDSCAPE PROVIDED				
Percentage -	20.3%	19.8%	17.6%	19.8%
In s.f.	97,204	36,468	21,875	155,547

VICINITY MAP

HPA architecture

hpa, inc.
18831 bardeen avenue, - ste. #100
irvine, ca
92612
tel: 949•863•1770
fax: 949•863•0851
email: hpa@hparchs.com

Owner:

PROFICIENCY CAPITAL LLC
5020 Campus Drive
Newport Beach, CA 92660

tel: (949) 296-7006
fax: (949) 842-3074

Project:

Palmetto & Renaissance Parkway

City of Rialto
CA

Consultants:

CIVIL	Thienes Eng.
STRUCTURAL	-
MECHANICAL	-
PLUMBING	-
ELECTRICAL	-
LANDSCAPE	Hunter Landscape
FIRE PROTECTION	-
SOILS ENGINEER	-

Title: OVERALL SITE PLAN

Project Number: 15460
Drawn by: JW
Date:
Revision:

FIRST SUBMITTAL	4/25/2016
SECOND SUBMITTAL	8/18/2016

Sheet:

A1.1

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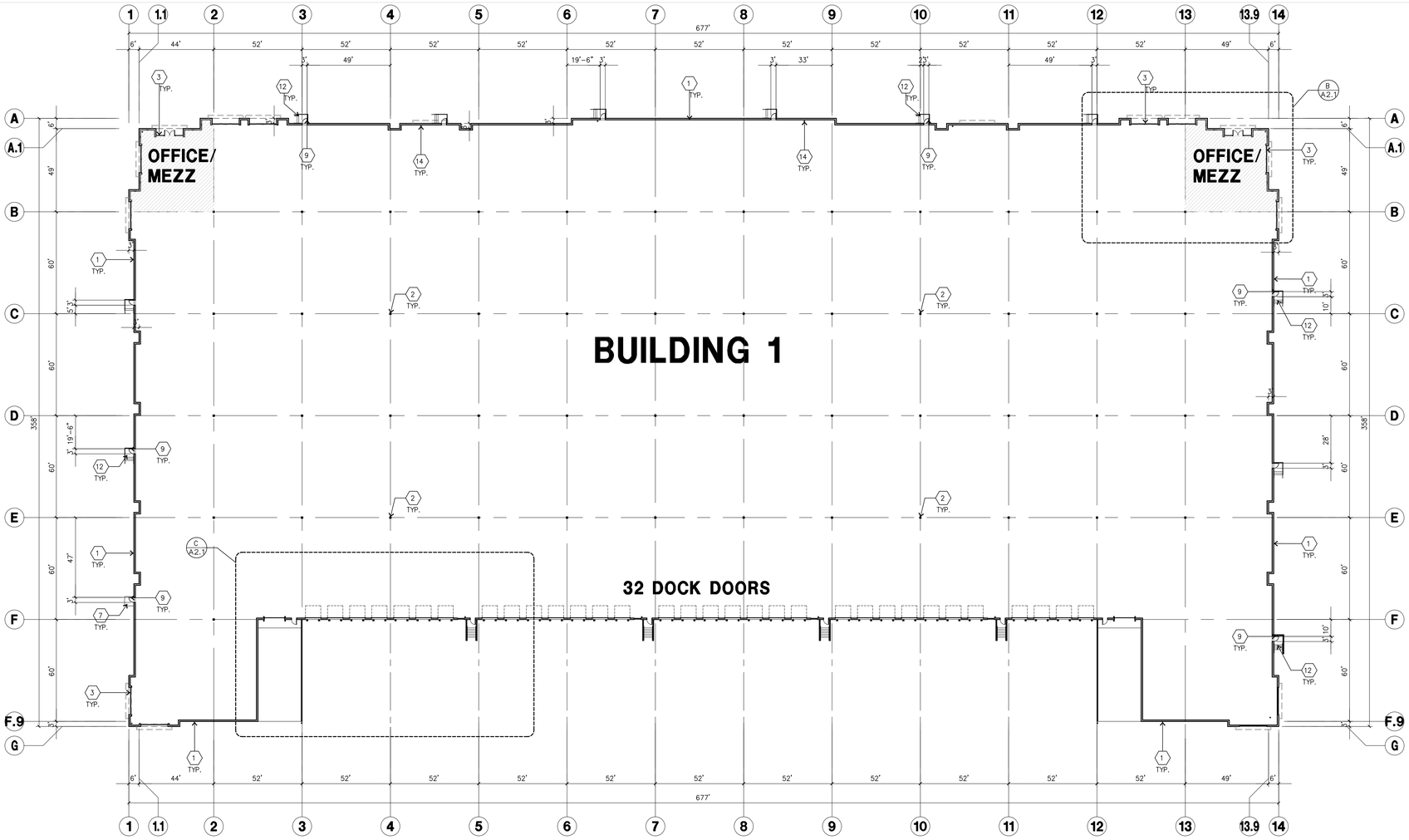
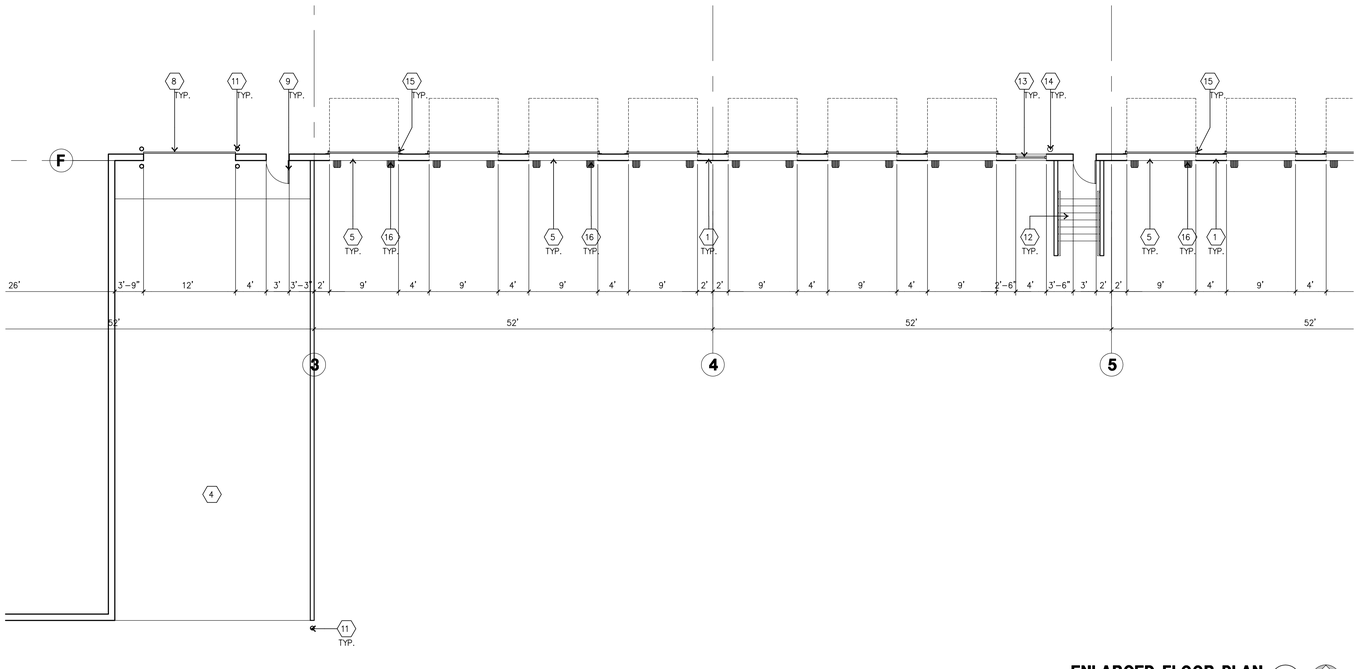
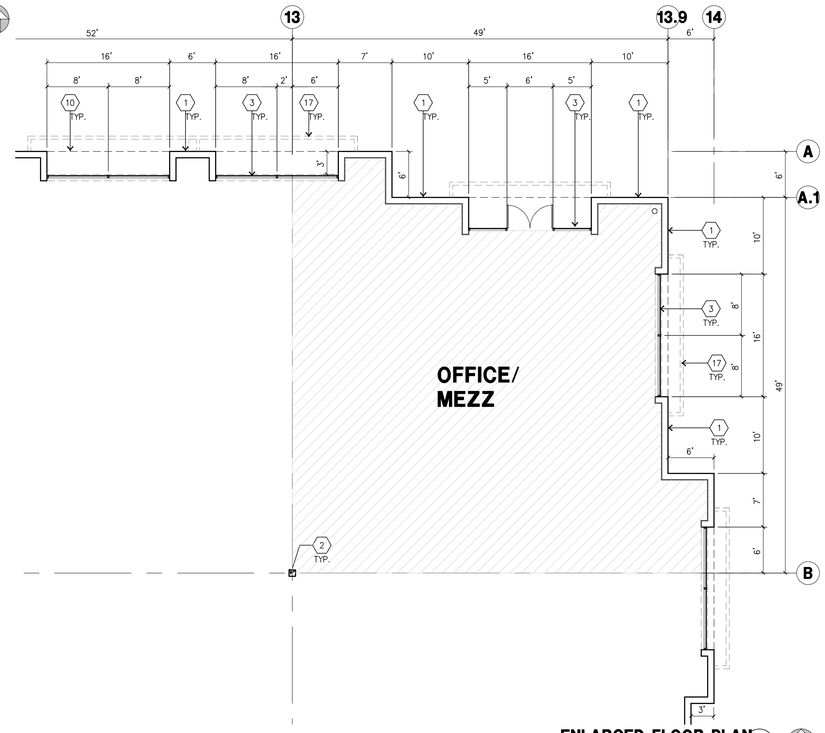


OVERALL FLOOR PLAN (A)
scale: 1"=30'-0"



ENLARGED FLOOR PLAN (C)
scale: 1/8"=1'-0"



ENLARGED FLOOR PLAN (B)
scale: 1/8"=1'-0"

KEYNOTES-FLOOR PLAN

1. CONCRETE TILT-UP PANEL.
2. STRUCTURAL STEEL COLUMN.
3. TYPICAL STOREFRONT SYSTEM WITH GLAZING. SEE OFFICE BLOW-UP AND ELEVATIONS FOR SIZE, COLOR AND LOCATIONS.
4. CONCRETE RAMP.
5. 9'X10' TRUCK DOOR. SECTIONAL O.H., STANDARD GRADE. ALL DOCKS DOOR WITH CONDUITS AND JUNCTION BOX FIR FUTURE.
6. NOT USED.
7. 5'-6"X5'-6"X4" THICK CONCRETE EXTERIOR LANDING PAD TYPICAL AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREA. FINISH TO BE MEDIUM BROOM FINISH. PROVIDE WALK TO HARD SURFACE PER CITY REQUIREMENTS.
8. 12'X14' GRADE LEVEL DOOR, SECTIONAL O.H., STANDARD GRADE.
9. 3'X7' HOLLOW METAL EXTERIOR MAN DOOR.
10. SOFFIT LINE ABOVE
11. CONCRETE FILLED GUARD POST. 6" DIA. U.N.O. 42"H.
12. CONCRETE STAIRS AND LANDING.
13. 4'X8' METAL LOUVER
14. INTERIOR ROOF DRAIN WITH OVERFLOW SCUPPER.
15. Z-GUARD DOCK DOOR PROTECTION
16. DOCK DOOR BUMPER
17. TUBE STEEL CANOPY

GENERAL NOTES-FLOOR PLAN

A. THIS BUILDING IS DESIGNED FOR HIGH PILE STORAGE WITH FIRE ACCESS MAN DOORS AT APRROXIMATELY 100' MAXIMUM O.C. A SEPERATE PERMIT WILL BE REQUIRED FOR ANY RACKING/CONVEYER SYSTEMS.

B. FIRE HOSE LOCATIONS SHALL BE APPROVED PER FIRE DEPARTMENT.

C. THE BUILDING FLOOR SLAB IS SLOPE AT 0.5%

D. PROVIDE 6" DIA. COCNRETE BOLLARD AT ALL FIRE RISER AND UNPROTECTED INTERIOR ROOF DRAIN.

E. NOT USED

F. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL WALL, GRIDLINE, OR FACE OF STUD U.N.O.

G. SEE CIVIL DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS.

H. FOR DOOR TYPES AND SIZES, SEE DETAIL SHEET A5.1. NOTE: ALL DOORS PER DOOR SCHEDULE ARE FINISH OPENINGS.

I. CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAN. ALL EQUIPMENT TO BE DIAPERED INCLUDING CARS AND TRUCKS.

J. ALL MAN DOORS IN WAREHOUSE TO HAVE ILLUMINATED EXIT SIGN. EXITS MARKED WITH AN ● SHALL ALSO BE PROVIDED WITH A SIGN ON THE INTERIOR SIDE OF THE DOOR STATING " NOT A WHEELCHAIR ACCESSIBLE EXIT." REMOVE ALL ACCESS HARDWARE ON EXTERIOR SIDE OF THE DOOR.

K. HIGHLY FLAMMABLE AND COMBUSTIBLE MATERIAL SHALL NOT BE USED OR STORED IN THIS BUILDING.

HPA architecture

hpa, inc.
18831 bardeen avenue, - ste. #100
irvine, ca
92612
tel: 949•863•1770
fax: 949•863•0851
email: hpa@hparchs.com

Owner:

PROFICIENCY CAPITAL LLC

5020 Campus Drive
Newport Beach, CA 92660

tel: (949) 296-7006
fax: (949) 842-3074

Project:

Palmetto & Renaissance Parkway

BUILDING 1

City of Rialto
CA

Consultants:

CIVIL	Thienes Eng.
STRUCTURAL	-
MECHANICAL	-
PLUMBING	-
ELECTRICAL	-
LANDSCAPE	Hunter Landscape
FIRE PROTECTION	-
SOILS ENGINEER	-

Title: FLOOR PLAN

Project Number: 15460
Drawn by: JW
Date:
Revision:
FIRST SUBMITTAL 4/25/2016
SECOND SUBMITTAL 8/18/2016

Sheet:

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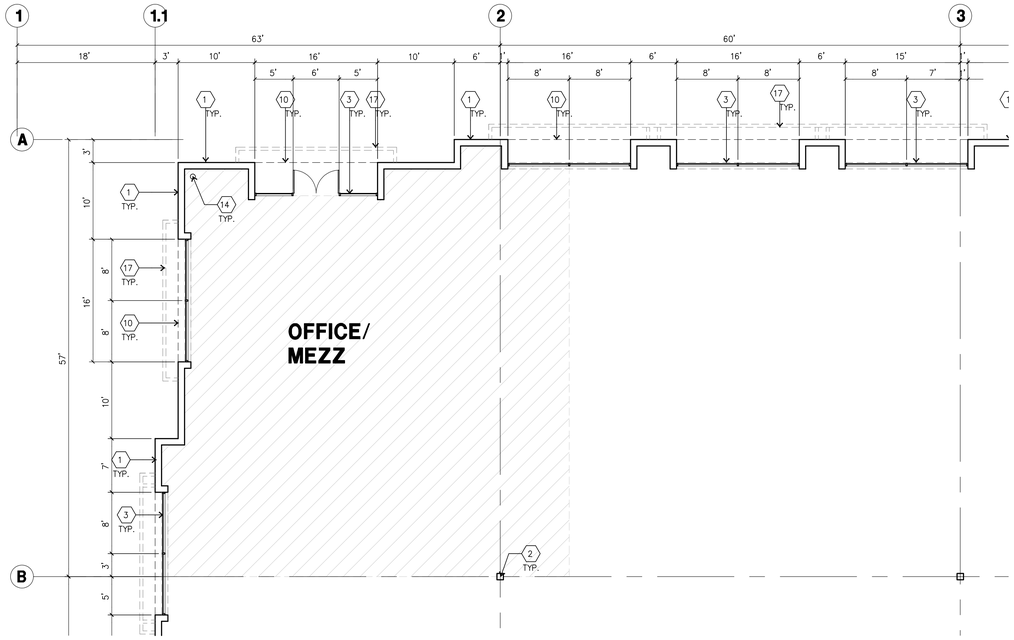

ENLARGED FLOOR PLAN B
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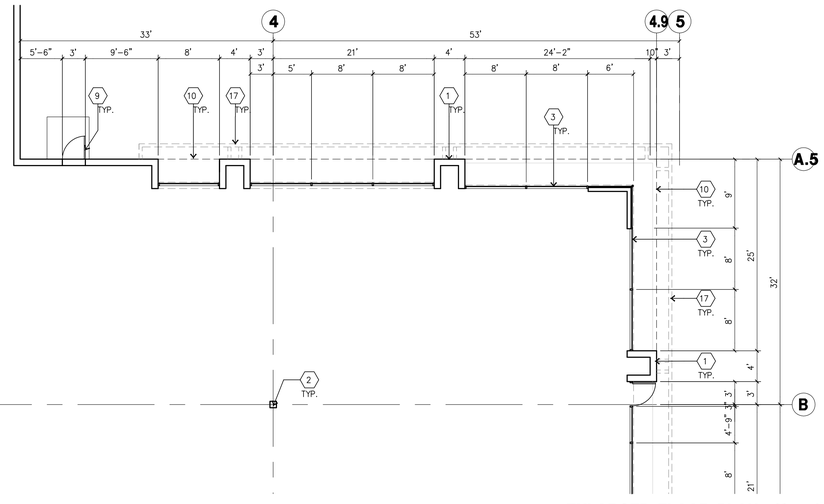

ENLARGED FLOOR PLAN C
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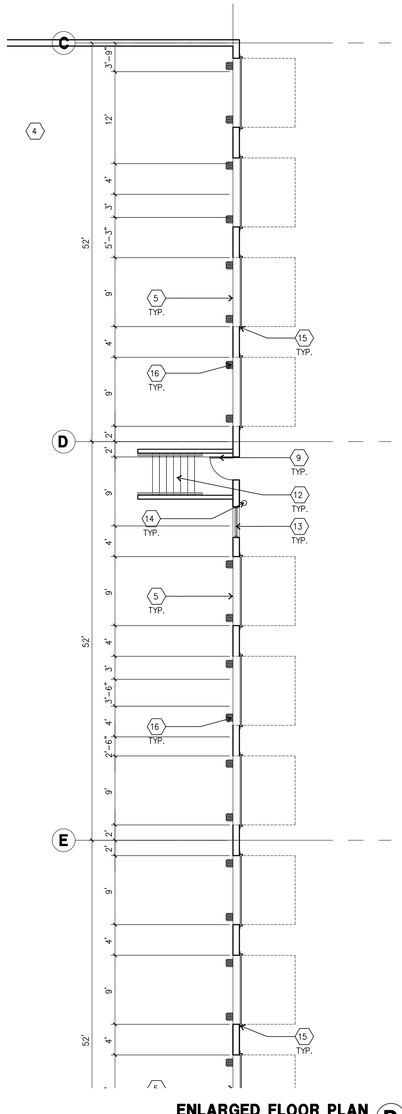
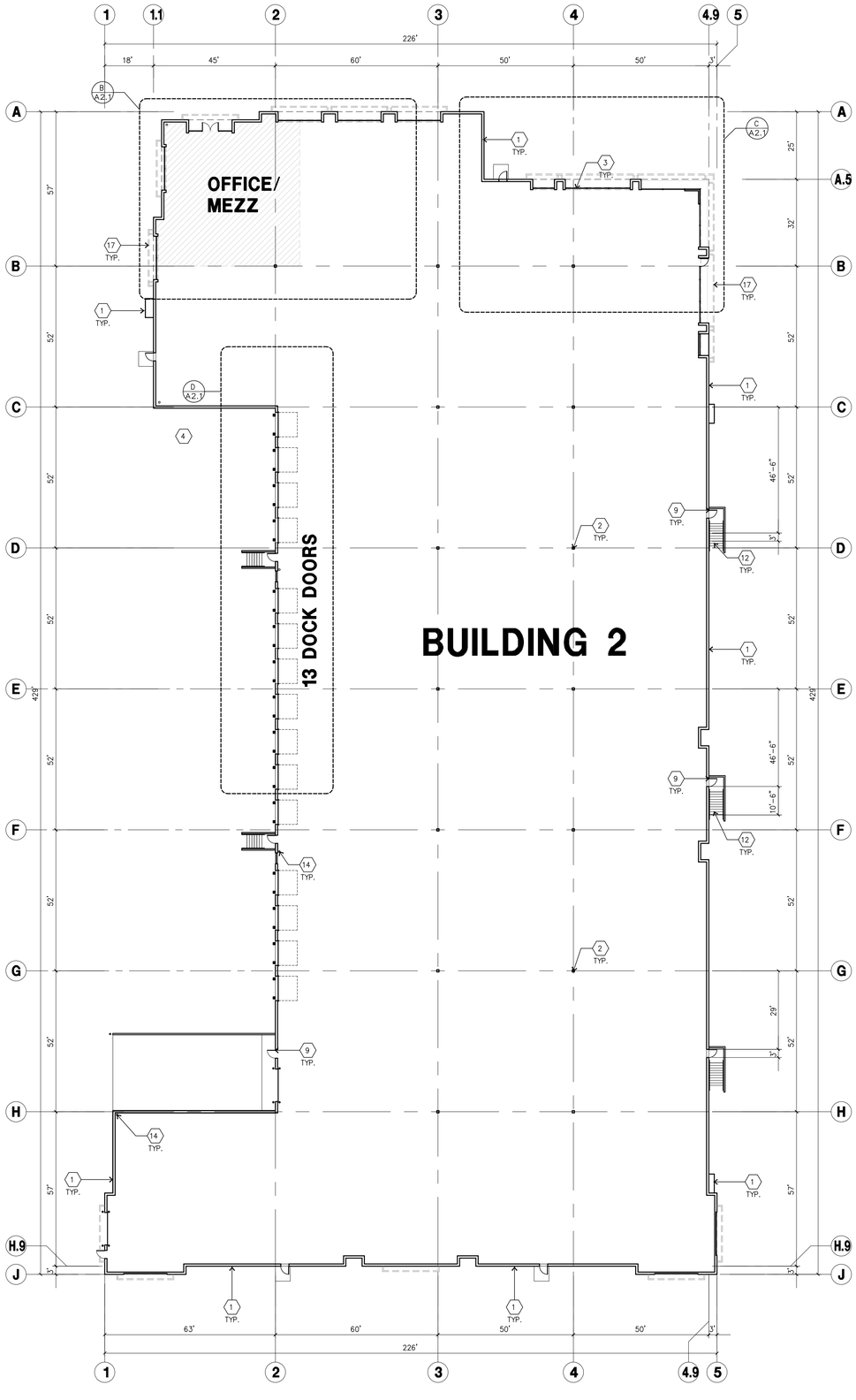


ENLARGED FLOOR PLAN D
scale: 1/8"=1'-0"



OVERALL FLOOR PLAN A
scale: 1"=20'-0"

KEYNOTES-FLOOR PLAN

1. CONCRETE TILT-UP PANEL.
2. STRUCTURAL STEEL COLUMN.
3. TYPICAL STOREFRONT SYSTEM WITH GLAZING, SEE OFFICE BLOW-UP AND ELEVATIONS FOR SIZE, COLOR AND LOCATIONS.
4. CONCRETE RAMP.
5. 9'X10' TRUCK DOOR, SECTIONAL O.H., STANDARD GRADE. ALL DOCKS DOOR WITH CONDUITS AND JUNCTION BOX FIR FUTURE.
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7. 5'-6"X5'-6"X4" THICK CONCRETE EXTERIOR LANDING PAD TYPICAL AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREA. FINISH TO BE MEDIUM BROOM FINISH. PROVIDE WALK TO HARD SURFACE PER CITY REQUIREMENTS.
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9. 3'X7' HOLLOW METAL EXTERIOR MAN DOOR.
10. SOFFIT LINE ABOVE
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12. CONCRETE STAIRS AND LANDING.
13. 4'X8' METAL LOUVER
14. INTERIOR ROOF DRAIN WITH OVERFLOW SCUPPER.
15. Z-GUARD DOCK DOOR PROTECTION
16. DOCK DOOR BUMPER
17. TUBE STEEL CANOPY

GENERAL NOTES-FLOOR PLAN

A. THIS BUILDING IS DESIGNED FOR HIGH PILE STORAGE WITH FIRE ACCESS MAN DOORS AT APRROXIMATELY 100' MAXIMUM O.C. A SEPERATE PERMIT WILL BE REQUIRED FOR ANY RACKING/CONVEYER SYSTEMS.

B. FIRE HOSE LOCATIONS SHALL BE APPROVED PER FIRE DEPARTMENT.

C. THE BUILDING FLOOR SLAB IS SLOPE AT 0.5%

D. PROVIDE 6" DIA. COCNRETE BOLLARD AT ALL FIRE RISER AND UNPROTECTED INTERIOR ROOF DRAIN.

E. NOT USED

F. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL WALL, GRIDLINE, OR FACE OF STUD U.N.O.

G. SEE CIVIL DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS.

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Owner:

PROFICIENCY CAPITAL LLC

5020 Campus Drive
Newport Beach, CA 92660

tel: (949) 296-7006
fax: (949) 842-3074

Project:

Palmetto & Renaissance Parkway

BUILDING 2

City of Rialto
CA

Consultants:

CIVIL	Thienes Eng.
STRUCTURAL	-
MECHANICAL	-
PLUMBING	-
ELECTRICAL	-
LANDSCAPE	Hunter Landscape
FIRE PROTECTION	-
SOILS ENGINEER	-

Title: FLOOR PLAN

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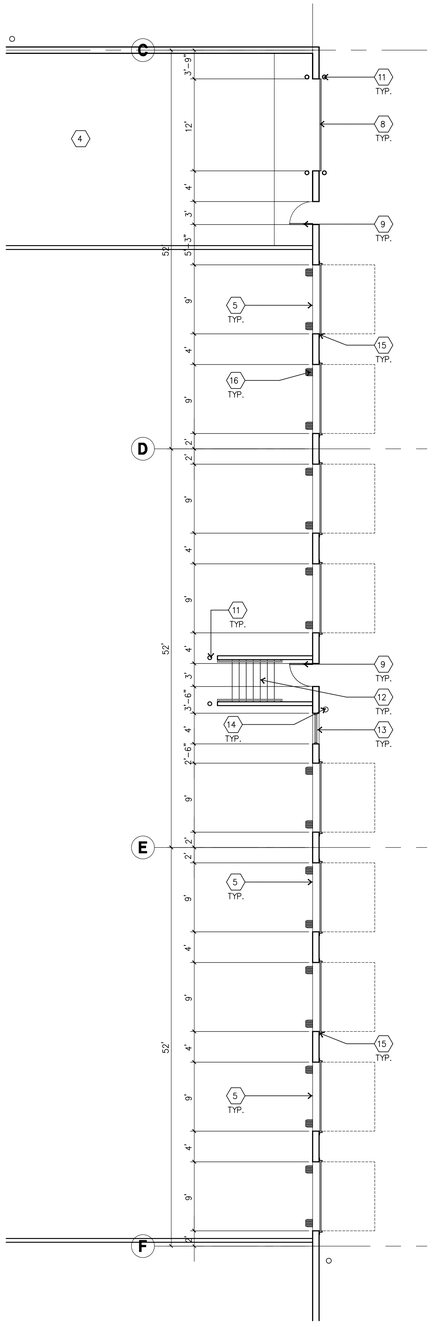

ENLARGED FLOOR PLAN C
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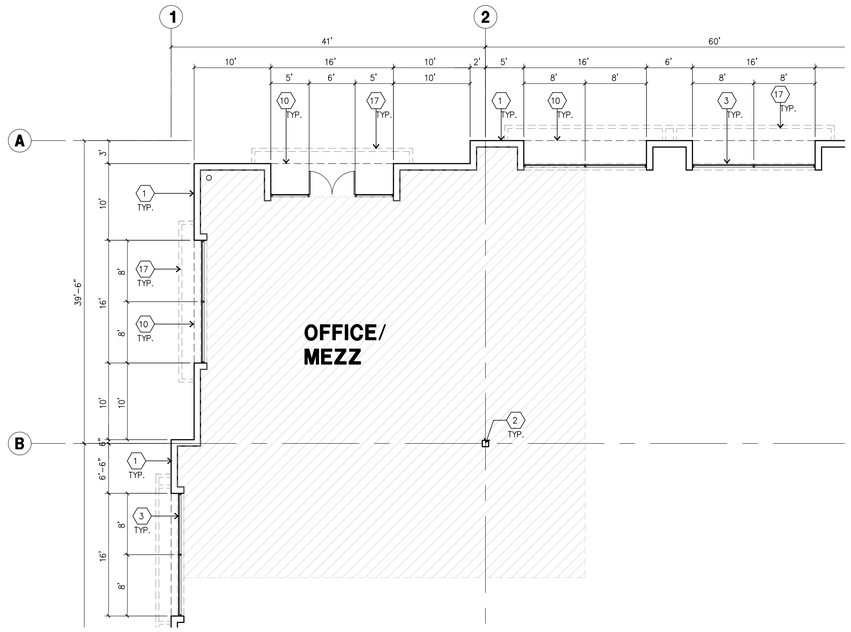
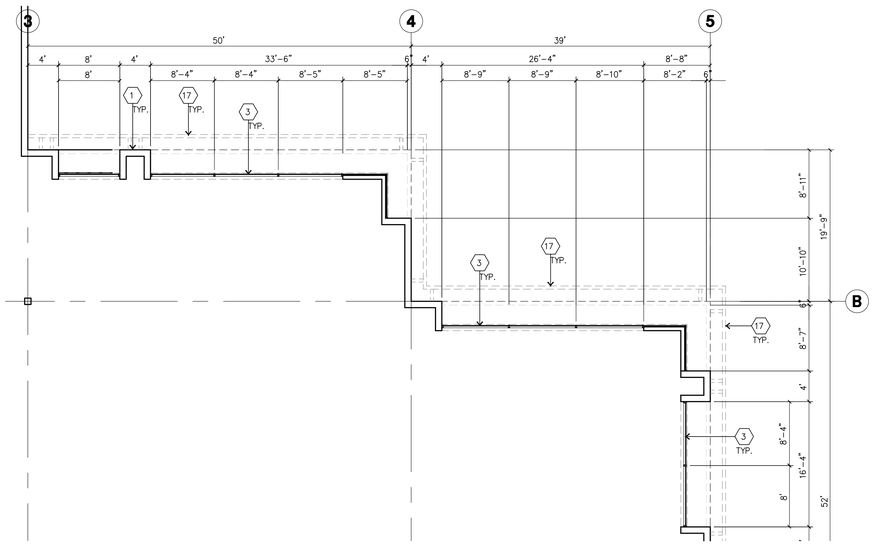


ENLARGED FLOOR PLAN B
scale: 1/8"=1'-0"



ENLARGED FLOOR PLAN C
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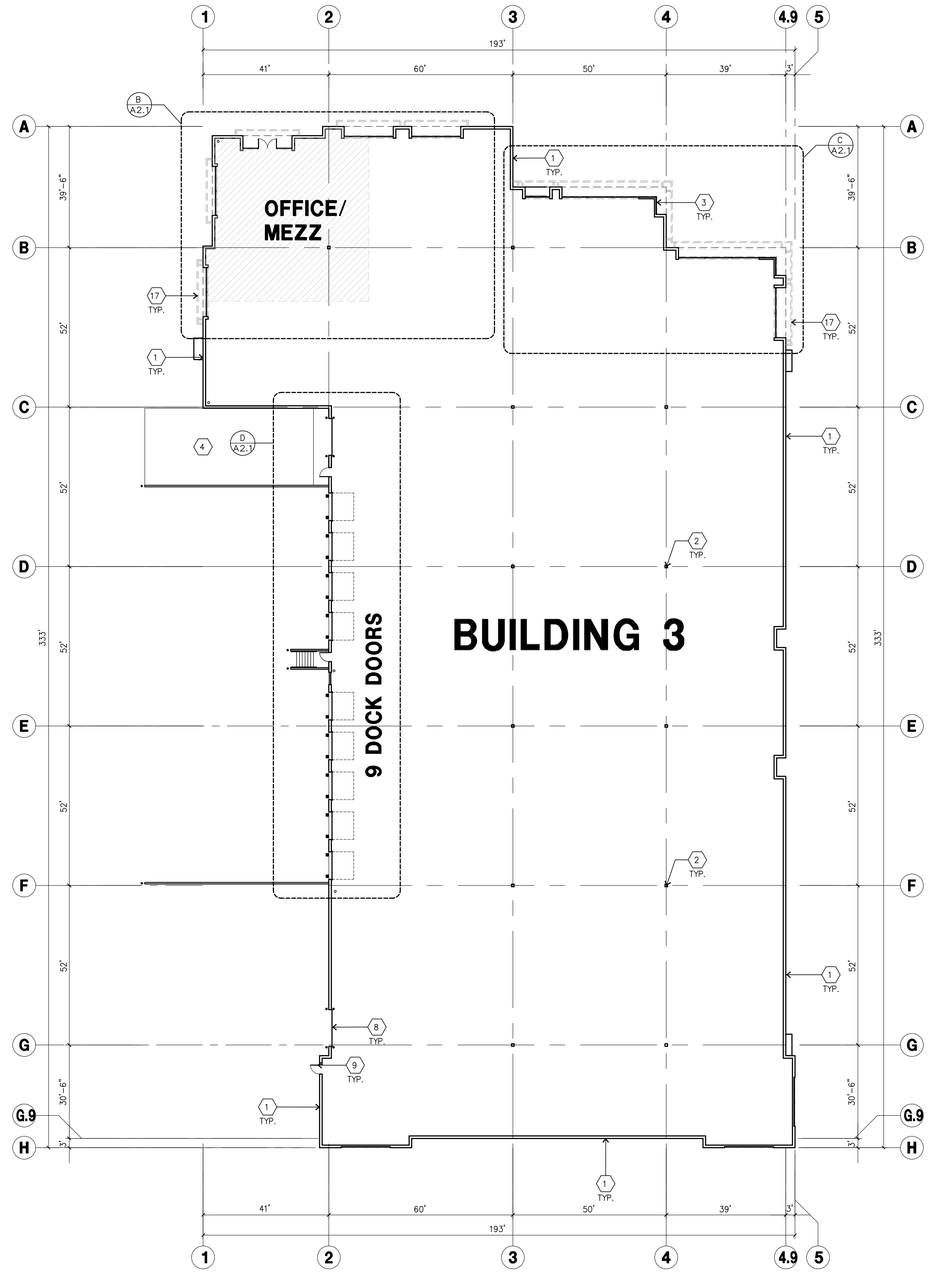

OVERALL FLOOR PLAN A
scale: 1"=20'-0"

KEYNOTES-FLOOR PLAN

1. CONCRETE TILT-UP PANEL.
2. STRUCTURAL STEEL COLUMN.
3. TYPICAL STOREFRONT SYSTEM WITH GLAZING. SEE OFFICE BLOW-UP AND ELEVATIONS FOR SIZE, COLOR AND LOCATIONS.
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5. 9'X10' TRUCK DOOR. SECTIONAL O.H., STANDARD GRADE. ALL DOCKS DOOR WITH CONDUITS AND JUNCTION BOX FIR FUTURE.
6. NOT USED.
7. 5'-6"X5'-6"X4" THICK CONCRETE EXTERIOR LANDING PAD TYPICAL AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREA. FINISH TO BE MEDIUM BROOM FINISH. PROVIDE WALK TO HARD SURFACE PER CITY REQUIREMENTS.
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15. Z-GUARD DOCK DOOR PROTECTION
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17. TUBE STEEL CANOPY

GENERAL NOTES-FLOOR PLAN

A. THIS BUILDING IS DESIGNED FOR HIGH PILE STORAGE WITH FIRE ACCESS MAN DOORS AT APRROXIMATELY 100' MAXIMUM O.C. A SEPERATE PERMIT WILL BE REQUIRED FOR ANY RACKING/CONVEYER SYSTEMS.

B. FIRE HOSE LOCATIONS SHALL BE APPROVED PER FIRE DEPARTMENT.

C. THE BUILDING FLOOR SLAB IS SLOPE AT 0.5%

D. PROVIDE 6" DIA. CONCRETE BOLLARD AT ALL FIRE RISER AND UNPROTECTED INTERIOR ROOF DRAIN.

E. NOT USED

F. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL WALL, GRIDLINE, OR FACE OF STUD U.N.O.

G. SEE CIVIL DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS.

H. FOR DOOR TYPES AND SIZES, SEE DETAIL SHEET A5.1. NOTE: ALL DOORS PER DOOR SCHEDULE ARE FINISH OPENINGS.

I. CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAN. ALL EQUIPMENT TO BE DIAPERED INCLUDING CARS AND TRUCKS.

J. ALL MAN DOORS IN WAREHOUSE TO HAVE ILLUMINATED EXIT SIGN. EXITS MARKED WITH AN SHALL ALSO BE PROVIDED WITH A SIGN ON THE INTERIOR SIDE OF THE DOOR STATING " NOT A WHEELCHAIR ACCESSIBLE EXIT." REMOVE ALL ACCESS HARDWARE ON EXTERIOR SIDE OF THE DOOR.

K. HIGHLY FLAMMABLE AND COMBUSTIBLE MATERIAL SHALL NOT BE USED OR STORED IN THIS BUILDING.

HPA architecture

hpa, inc.
18831 bardeen avenue, - ste. #100
irvine, ca
92612
tel: 949·863·1770
fax: 949·863·0851
email: hpa@hparchs.com

Owner:

PROFICIENCY CAPITAL LLC

5020 Campus Drive
Newport Beach, CA 92660

tel: (949) 296-7006
fax: (949) 842-3074

Project:

Palmetto & Renaissance Parkway

BUILDING 3

City of Rialto
CA

Consultants:

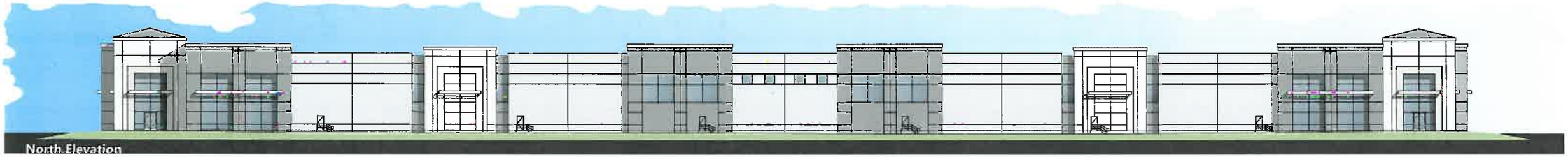
CIVIL	Thienes Eng.
STRUCTURAL	-
MECHANICAL	-
PLUMBING	-
ELECTRICAL	-
LANDSCAPE	Hunter Landscape
FIRE PROTECTION	-
SOILS ENGINEER	-

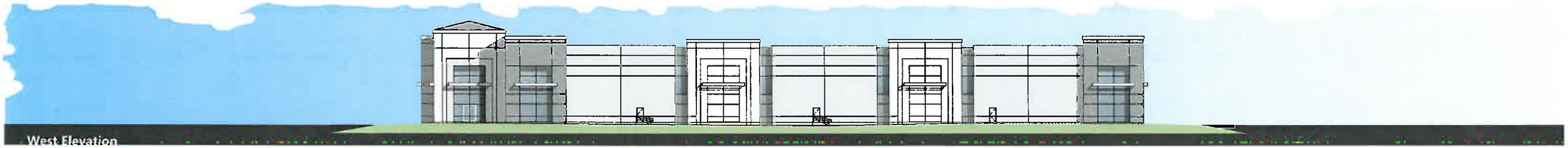
Title: FLOOR PLAN

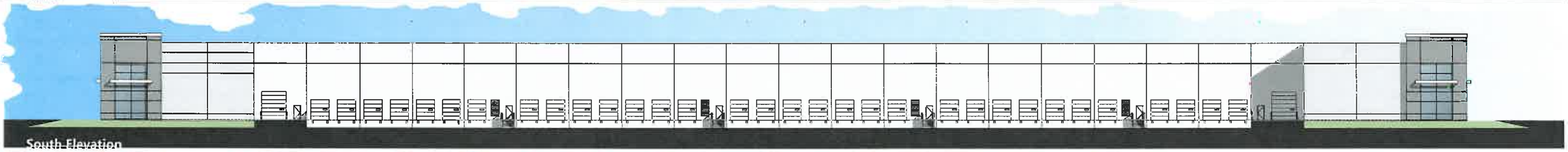
Project Number: 15460
Drawn by: JW
Date:
Revision:
FIRST SUBMITTAL 4/25/2016
SECOND SUBMITTAL 8/18/2016

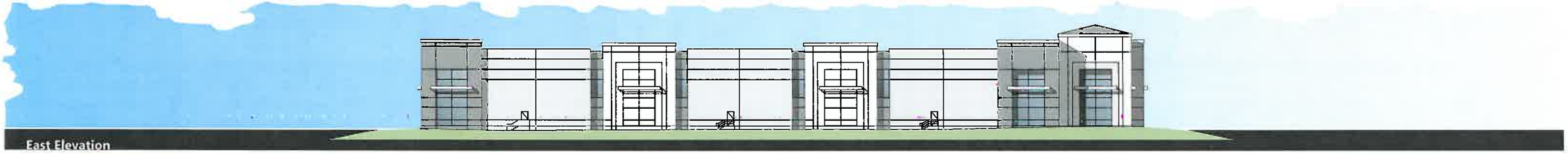
Sheet:

A2.1









HPA

PALMETTO AVE., & RENAISSANCE PKWY.

RIALTO, CA.

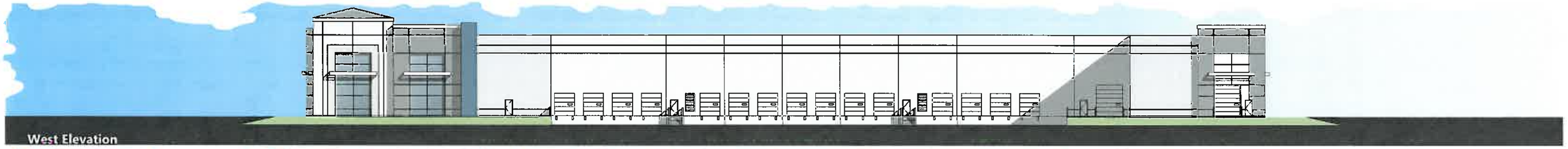
PROFICIENCY CAPITAL LLC

Job No 15460.00

BUILDING 1 ELEVATIONS

08. 16. 2016

North Elevation



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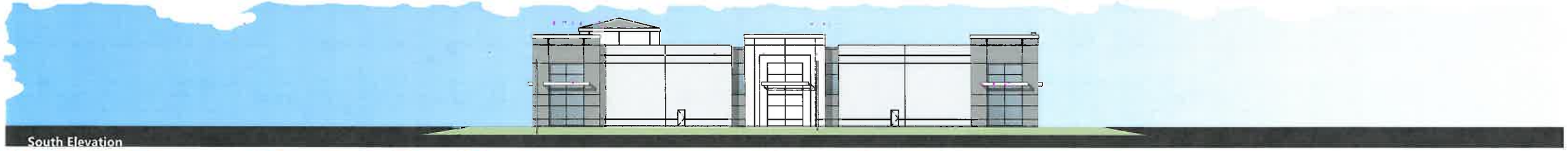
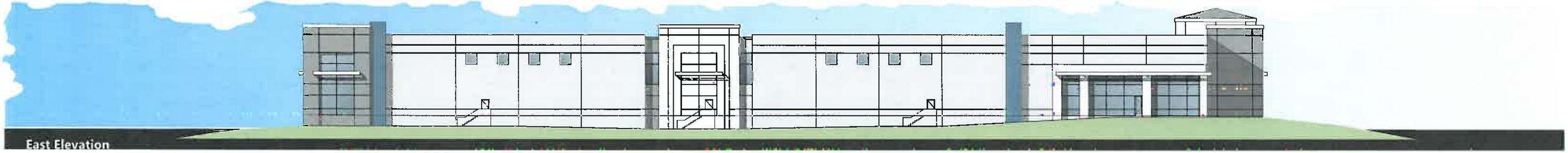


South Elevation



East Elevation

Enlarged North Elevation

HPA ARCHITECTURE

PALMETTO AVE., & RENAISSANCE PKWY.

RIALTO, CA.

PROFICIENCY CAPITAL LLC

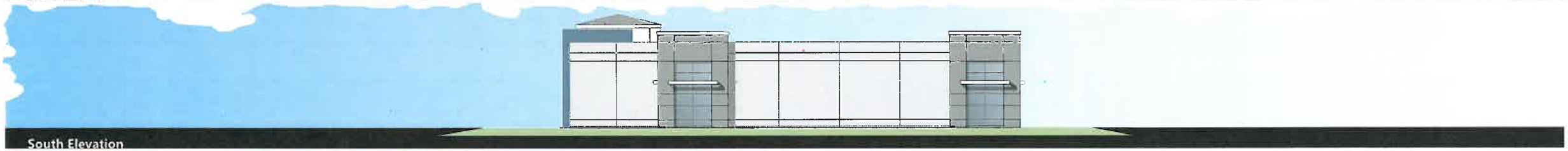
Job No 15460.00

BUILDING 2 ELEVATIONS

08. 16. 2016

North Elevation

West Elevation



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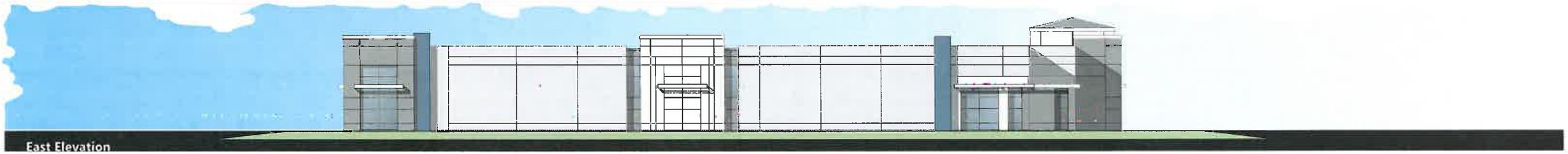


East Elevation

Enlarged North Elevation

HPA

PALMETTO AVE., & RENAISSANCE PKWY.

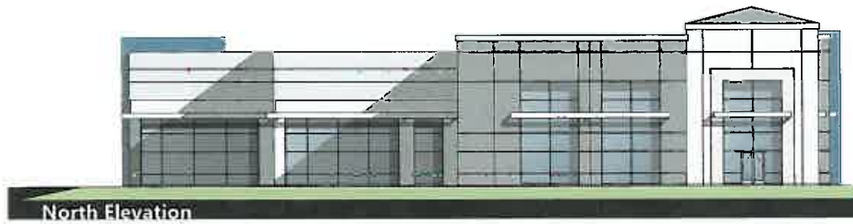
RIALTO, CA.

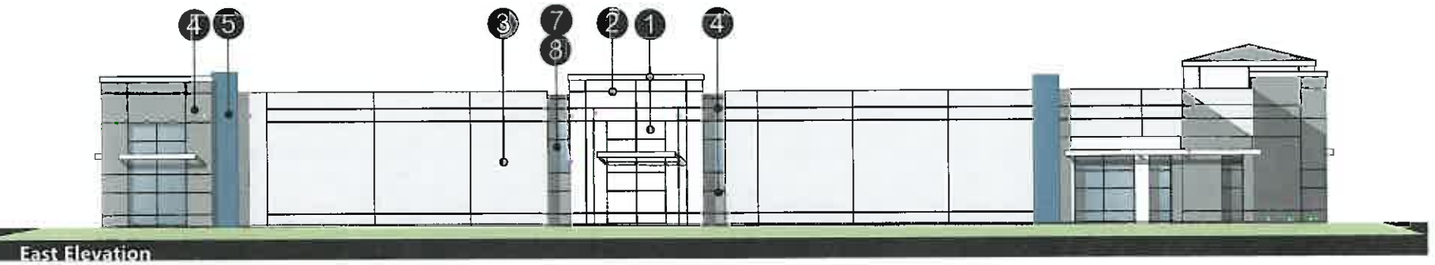
PROFICIENCY CAPITAL LLC

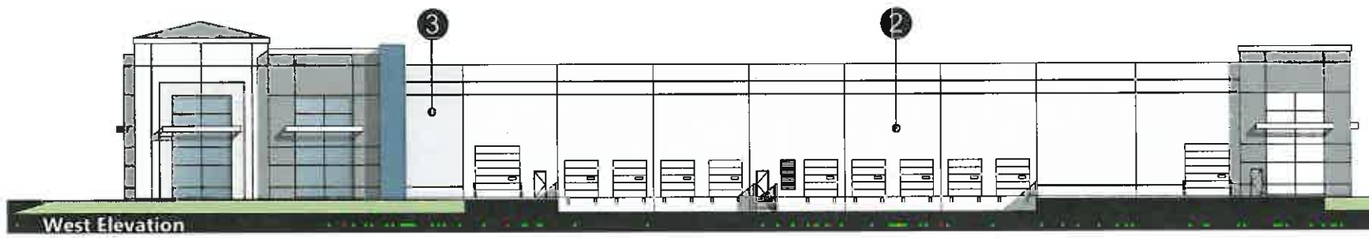
Job No 15460.00

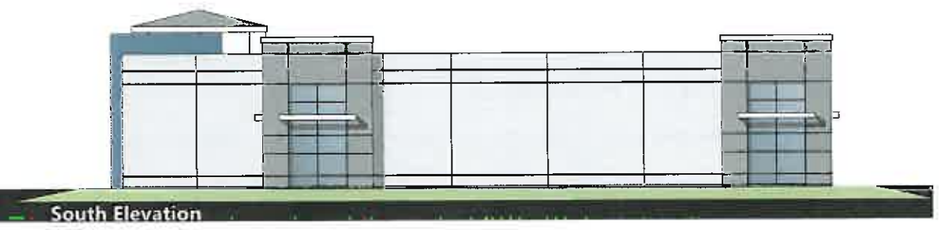
BUILDING 3 ELEVATIONS

08. 16. 2016









1 Sherwin Williams SW 7004 Snowbound

2 Sherwin Williams SW 7664 Passive

3 Sherwin Williams SW 7065 Argos

4 Sherwin Williams SW 9163 Tin Lizzie

5 Sherwin Williams SW 6796 Blue Plate

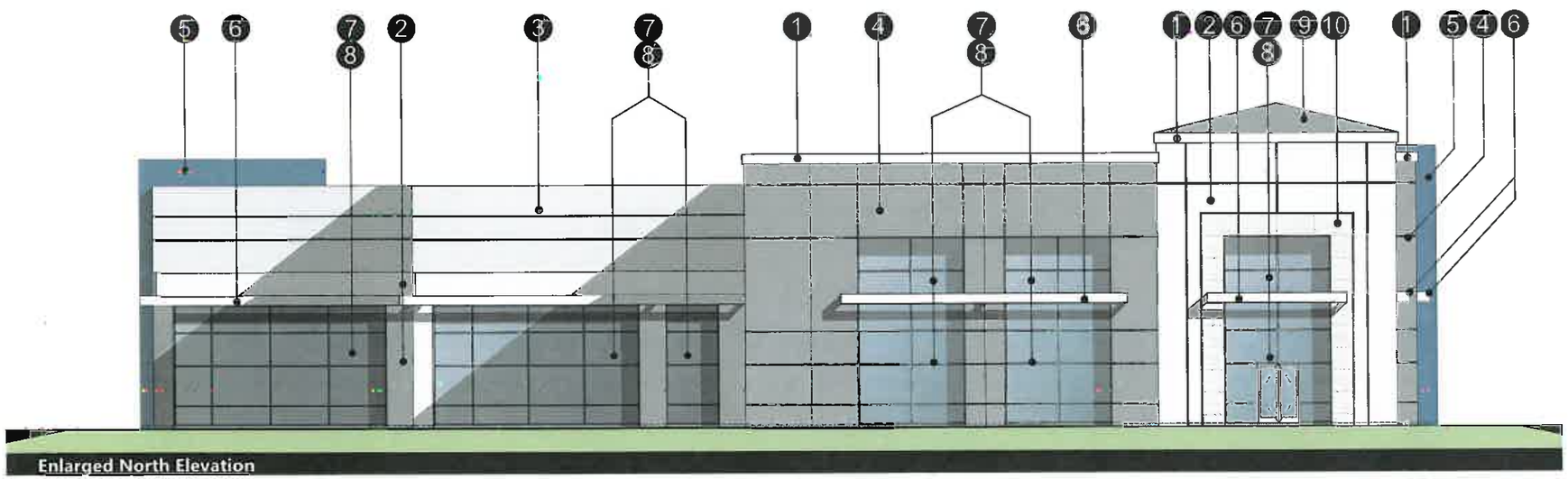
6 Sherwin Williams Metallic SW301 Monorail Silver (Clearcoat) @ Metal Tube Steel CANOPY

7 Clear Anodized MULLIONS

8 Blue Reflective GLAZING

9 Belair Sierra Madre Flat Cement Roof Tile in Charcoal

10 Coronado Stone Smooth Limestone in Harvard Grey - Stone Veneer



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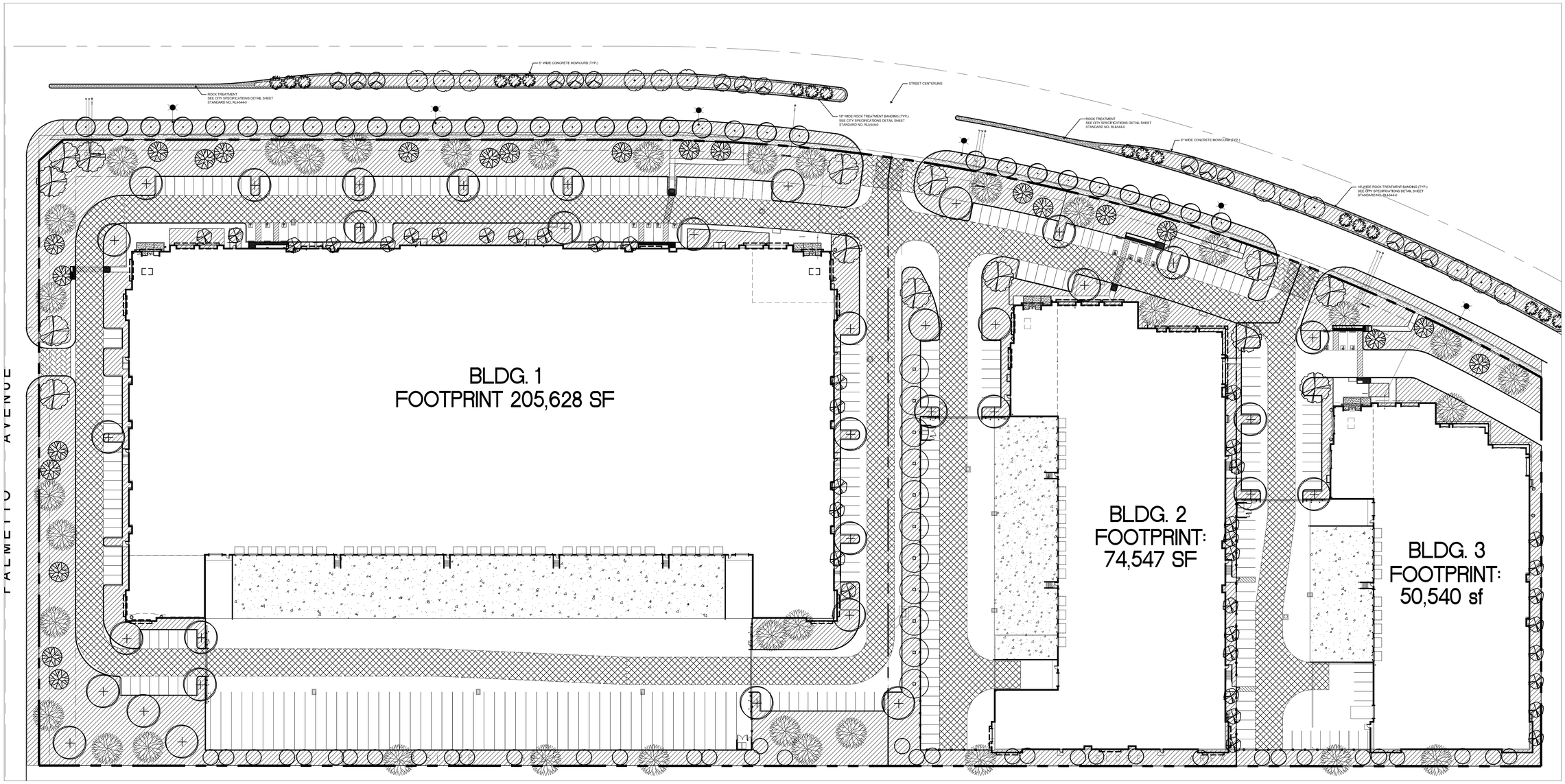
RIALTO, CA.

PROFICIENCY CAPITAL LLC

Job No 15460.00 | BUILDING 3 ELEVATIONS & MATERIAL BOARD (TYPICAL) | 08. 16. 2016



PLANTING LEGEND

TREES

SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	W/UCOLS	REMARKS
	Chitalpa tashkentensis Chitalpa	24" Box	36	L	
	Cupressus sempervirens Italian Cypress	24" Box	10	M	Standard
	Koelreuteria bipinnata Chinese Flame Tree	24" Box	14	M	Multi
	Lagerstroemia x 'Muskogee' Muskogee Crape Myrtle	24" Box	15	M	Standard
	Magnolia x 'St. Mary' St. Mary Magnolia	24" Box	12	M	Standard
	Pinus eldarica Afghan Pine	24" Box	37	M	Standard
	Platanus racemosa California Sycamore	24" Box	36	M	Low Branch
	Quercus agrifolia Coast Live Oak	24" Box	23	L	Low Branch
	Rhus lancea African Sumac	24" Box	11	L	Standard
	Tristania conferta Brisbane Box	15 Gal	38	M	
	Street Tree	24" Box	32		
	Washingtonia robusta Mexican Fan Palm	12' Brn Trunk	18	M	Skinned

SHRUBS

SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	W/UCOLS	REMARKS
	Dietes bicolor Fortnight Lily	5 Gal	286	L	
	Berberis julianae Silkberry	5 Gal	728	L	
	Dianella ovata Grevillea	5 Gal	345	L	
	Hesperoyucca whipplei Yucca	5 Gal	101	L	
	Leucophyllum frutescens Texas Privet	5 Gal	296	L	
	Pennisetum orientale Oriental Fountain Grass	5 Gal	584	L	
	Rhamnus crocea Redberry	5 Gal	397	L	
	Rosa bankiae 'White' White Lady Banks Rose	5 Gal	132	L	
	Salvia greggii Autumn Sage	5 Gal	879	L	
	Salvia leucantha Mexican Sage	5 Gal	653	L	
	Westringia fruticosa Coast Rosemary	5 Gal	828	L	

ACCENTS

SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	W/UCOLS	REMARKS
	Agave attenuata Agave	5 Gal	17	L	
	Dasylirion wheeleri Desert Spoon	5 Gal	11	L	
	Hesperaloe parviflora Red Yucca	5 Gal	24	L	

GROUNDCOVER

SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING	W/UCOLS	REMARKS
	Acacia redolens 'Low Boy' Acacia	1 Gal	8' O.C.	L	
	Lonicera j. 'Halliana' Hall's Honeysuckle	1 Gal	48" O.C.		
	Myoporum parvifolium Myoporum	1 Gal	30" O.C.		
	Pennisetum orientale Oriental Fouten Grass	1 Gal	3' O.C.		
	Rosa 'Flower Carpet' Red Red Flower Carpet Rose	1 Gal	30" O.C.	L	
	Senecio mandraliscae Senecio	4" Pots	12" O.C.	L	

Rock treatment per City of Rialto detail No. RL544-0.
Rock treatment banding to be 18" wide (Typ.)

NOTES:

1. ALL TREES WITHIN 5' OF HARDSCAPE SHALL BE IN A SHANTOWN OR EQUAL ROOTBARRIER.
2. CONTRACTOR TO INSTALL CONCRETE MOW CURB BETWEEN PLANTERS AND TURF AREAS. SEE PLANTING DETAIL SHEET.
3. ALL PLANTER AREAS TO RECEIVE A 2" LAYER OF MEDIUM WALK ON BARK (3/4"-1/2").
4. SUBSTITUTIONS INCLUDING VARIETIES, WILL NOT BE MADE WITHOUT WRITTEN APPROVAL FROM THE CITY OF RIALTO.

THE ROOTBALL OF ANY PLANT SHALL NOT BE PLANTED AN CLOSER THAN 2' FROM ANY HARDSCAPE, BUILDING OR WALL.

N

0 20' 40' 80'

Renaissance Buildings 1, 2 and 3

16-031
08.16.16

Proficiency Capital

Rialto, California

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

Addendum to the
Renaissance Specific Plan Final Environmental Impact Report
State Clearinghouse No. 2006071021

Proficiency Renaissance

SPECIFIC PLAN AMENDMENT NO. 5

TENTATIVE PARCEL MAP NO. 19754

PRECISE PLAN OF DESIGN NO. 2453

ENVIRONMENTAL ASSESSMENT REVIEW NO. 16-27

Lead Agency:

City of Rialto
Development Services Department
Planning Division
150 South Palm Avenue
Rialto, CA 92376
Contact: Daniel Casey, Associate Planner
(909) 820-2525

CEQA Consultant:

T&B Planning, Inc.
17542 East 17th Street, Suite 100
Tustin, CA 92780
(714) 505-6360

October 20, 2016

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LIST OF ACRONYMS AND ABBREVIATIONS

Acronym	Definition
AAQS	Ambient Air Quality Standards
AB 32	California Assembly Bill 32, Global Warming Solutions Act of 2006
AB 1493	California Assembly Bill 1493 (Pavley)
ADT	Average Daily Traffic
AMSL	Above Mean Sea Level
APE	Area of Potential Effect
APN	Assessor Parcel Number
AQMP	Air Quality Management Plan
BMPs	Best Management Practices
BUOW	Burrowing Owl
CAAQS	California Ambient Air Quality Standards
CAGN	Coastal California Gnatcatcher
CalEEMod	California Emissions Estimator Model
CALGreen	California Green Building Standards Code
CAPCOA	California Air Pollution Control Officers Association
CBC	California Building Code
CCR	California Code of Regulations
CDC	California Department of Conservation
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CFC	Chlorofluorocarbons
cfs	cubic feet per second
CH_4	Methane
CMP	Congestion Management Program
CNEL	Community Noise Equivalent Level
CO	Carbon Monoxide
CO_2	Carbon Dioxide
CO_2e	Carbon Dioxide Equivalent
c.y.	cubic yards
CSU	California State University
CWA	Clean Water Act
dBA	A-weighted Decibels
DPM	Diesel Particulate Matter
EA	Environmental Assessment
EIR	Environmental Impact Report

LIST OF ACRONYMS AND ABBREVIATIONS

Acronym	Definition
ESA	Environmental Site Assessment
ESCP	Erosion and Sediment Control Plan
FAR	Floor Area Ratio
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FMMP	Farmland Mapping and Monitoring Program
Ft.	Feet
FTA	Federal Transit Administration
FWC	Fontana Water Company
GCC	Global Climate Change
GHG	Greenhouse Gas (es)
gpd	Gallons per Day
GWP	Global Warming Potential
HCM	Highway Capacity Manual
HCP	Habitat Conservation Plan
HFC	Hydrofluorocarbons
HMBEP	Hazardous Materials Business Emergency Plan
Kwh/yr	kilowatt hours per year
kBTU/yr	kilo-British Thermal Energy Units
ITE	Institute of Transportation Engineers
LACM	Natural History Museum of Los Angeles
LCA	Life Cycle Analysis
Leq	Equivalent continuous (average) sound level
LOS	Level of Service
LST	Localized Significance Threshold
MBTA	Migratory Bird Treaty Act
MGD	Million Gallons per Day
MLD	Most Likely Descendant
MM	Mitigation Measure
MMRP	Mitigation Monitoring and Reporting Program
MRZ	Mineral Resource Zone
MMTCO2e	Million Metric Ton of Carbon Dioxide Equivalent

LIST OF ACRONYMS AND ABBREVIATIONS

Acronym	Definition
$MTCO_2e$	Million Tons of Carbon Dioxide Equivalents
NAHC	Native American Heritage Commission
N_2O	Nitrogen Dioxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NIOSH	National Institute of Occupational Safety and Health
No.	Number
N_20	Nitrogen Dioxide
NO_X	Oxides of Nitrogen
NPDES	National Pollution Discharge Elimination System
PCE	Passenger Car Equivalent
PFC	Perfluorocarbons
$PM_{2.5}$	Fine Particulate Matter (less than 2.5 micrometers in diameter)
PM_{10}	Particulate Matter (between 2.5 and 10 micrometers in diameter)
PPD	Precise Plan of Design
PPM	Parts Per Million
PPV	Peak Particle Velocity
RCNM	Roadway Construction Noise Model
REC	Recognized Environmental Condition
RIRO	Right In-Right Out
RMA	Rialto Municipal Airport
RSP	Renaissance Specific Plan
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SANBAG	San Bernardino Associated Governments
SARWQCB	Santa Ana Regional Water Quality Control Board
SBCFCD	San Bernardino County Flood Control District
SB 375	California Senate Bill 375, Sustainable Communities and Climate Protection Act of 2008
SB 1078	California Senate Bill 1078
SBKR	San Bernardino Kangaroo Rat
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCE	Sothern California Edison

LIST OF ACRONYMS AND ABBREVIATIONS

Acronym	Definition
SCH	State Clearinghouse
s.f.	Square Foot or Square Feet
SO_x	Oxides of Sulfur
SP	Specific Plan
SPA	Specific Plan Amendment
SR-210	State Route 210
SWPP	Storm Water Pollution Prevention Plan
TAC	Toxic Air Contaminant
TPM	Tentative Parcel Map
TSF	Thousand Square Feet
USACE	United States Army Corps of Engineers
U.S.C.	United States Code
USGS	United States Geological Survey
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
UWMP	Urban Water Management Plan
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound
WQMP	Water Quality Management Plan

1.0 INTRODUCTION

The City of Rialto (hereafter, "City") received an application from Proficiency Renaissance, LLC. (hereafter, "Project Applicant") for a Specific Plan Amendment, Tentative Parcel Map, and Precise Plan of Design, to allow for the future development of an approximately 18.06-acre property with three warehouse buildings providing up to a total of 340,715 s.f. of building area. Associated improvements to the Project site include driveways, vehicle drive aisles, auto and truck trailer parking, utility infrastructure, sidewalks, screen walls, fences, driveway gates, bike racks, fire lanes, landscaping, and other associated improvements.

The proposed Project is the subject of analysis in this document pursuant to the California Environmental Quality Act (CEQA). Pursuant to CEQA Guidelines § 15367, the City of Rialto is the Lead Agency with the principal responsibility for considering the proposed Project for approval.

This Introduction discusses: 1) the requirements of CEQA; 2) The Renaissance Specific Plan (RSP) Final Environmental Impact Report (EIR) certified by the City of Rialto (hereafter, "*RSP Final EIR*") in compliance with CEQA; 3) the primary purpose of an EIR Addendum; 4) the standards for adequacy of an EIR Addendum pursuant to State CEQA Guidelines; 5) the format and content of this EIR Addendum; 6) the City's processing requirements to consider the proposed Project for approval; 7) an explanation of the Environmental Checklist provided in Section 3.0 and Section 4.0 of this document; and 8) a summary of documents to be incorporated by reference and points of contact for the proposed Project.

1.1 CALIFORNIA ENVIRONMENTAL QUALITY ACT

CEQA, a statewide environmental law contained in Public Resources Code §§ 21000-21177, applies to most public agency decisions to carry out, authorize, or approve actions that have the potential to adversely affect the environment. The overarching goal of CEQA is to protect the physical environment. To achieve that goal, CEQA requires that public agencies inform themselves of the environmental consequences of their discretionary actions and consider alternatives and mitigation measures that could avoid or reduce significant adverse impacts when avoidance or reduction is feasible. It also gives other public agencies and the general public an opportunity to comment on the information. If significant adverse impacts cannot be avoided, reduced, or mitigated to below a level of significance, the public agency is required to prepare an EIR and balance the project's environmental concerns with other goals and benefits in a statement of overriding considerations.

1.2 RENAISSANCE SPECIFIC PLAN FINAL EIR

The Renaissance Specific Plan Final Environmental Impact Report (*RSP Final EIR*) (State Clearinghouse (SCH) No. 20060741021) was prepared by the City of Rialto (Lead Agency) in accordance with CEQA to evaluate the potential environmental impacts associated with implementation of the Renaissance Specific Plan. The EIR was prepared in accordance with CEQA (California Public Resources Code, Section 21000, et. seq) and the CEQA Guidelines (California Code of Regulations, Title, 14, Section 15000, et seq) (City of Rialto, 2010a, p. 1-1) The *RSP Final EIR* was certified by the Rialto City Council on November 9,

2010. The City Council found that the *RSP Final EIR* adequately addressed the potential environmental impacts associated with planned buildout of the RSP, inclusive of the Project site that is the subject of evaluation in this document. The location and setting of the Project site, previous approvals granted, and the proposed discretionary actions associated with the proposed Project evaluated in this EIR Addendum are further addressed in Section 2.0, *Project Description.*

The RSP is partially located on the former site of the Rialto Municipal Airport in the west central portion of the City of Rialto. The RSP is generally bordered on the north by Casmalia Street, on the south by Baseline Road, on the east by Ayala Drive, and on the west by Tamarind Avenue. State Route 210 (SR-210) traverses the northern portion of the RSP. The approved RSP is entitled for a total of approximately 16.2 million square feet (s.f.) of business and commercial uses (835,000 s.f. of which was existing and expected to remain), 1,667 residential units, one (1) school, one (1) community park, and multiple neighborhood parks. The RSP covers an area of approximately 1,445.3 gross acres. (City of Rialto, 2010a, p. 1-1)

The *RSP Final EIR* found the following effects to be significant and unavoidable:

- Air Quality: Construction and operational emissions;
- Air Quality: Inconsistency with Air Quality Management Plan;
- Air Quality: Cumulative air quality emissions;
- Noise: Cumulative and project level vehicular noise off site (permanent increase);
- Traffic: Freeway segments from project and cumulative traffic;
- Greenhouse Gas Emissions (Climate Change): Generation of GHG emissions; and
- Greenhouse Gas Emissions (Climate Change): Conflict with applicable plans.

The *RSP Final EIR* found the following effects to be less than significant with the incorporation of mitigation:

- Air Quality: Exposure of sensitive receptors to substantial pollutant concentrations (health risk);
- Biological Resources: Modification of Coastal California Gnatcatcher habitat;
- Biological Resources: Modification of San Bernardino Kangaroo Rat habitat;
- Biological Resources: Modification of Burrowing Owl habitat;
- Biological Resources: Construction during bird nesting season;
- Biological Resources: Riparian habitat;
- Cultural Resources: Damage to prehistoric archaeological resources;
- Cultural Resources: Damage to historic resources;
- Cultural Resources: Damage to paleontological resources;
- Geology and Soils: Exposure of persons or structures to seismic hazards;
- Geology and Soils: Erosion during construction;
- Hazards and Hazardous Materials: Removal and disposal of contaminated soils during construction;
- Hydrology and Water Quality: Storm water discharge requirements and water quality;
- Hydrology and Water Quality: Drainage facility capacity;

- Noise: Expose persons or generate noise levels in excess of established standards during construction and operations;
- Noise: Construction-related and operation-related groundborne vibration;
- Noise: Result in substantial permanent increase in ambient noise levels;
- Noise: Result in substantial temporary or periodic increase in ambient noise levels;
- Traffic: Conflict with the performance of the circulation system (cause an increase in traffic, which is substantial in relation to existing traffic load); and
- Traffic: Conflict with an applicable Congestion Management Plan (exceed, either individually or cumulatively, an established level of service).

Implementation of the mitigation measures identified in the *RSP Final EIR* were determined to reduce the potentially significant impacts identified above to below a level of significance. Because this document is an EIR Addendum, mitigation measures identified in the *RSP Final EIR* are hereby incorporated for the proposed Proficiency Renaissance project.

The *RSP Final EIR* determined that buildout of the RSP would have a less than significant impact or no impact on the following environmental issues or topical areas:

- Aesthetics
- Agriculture
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Utilities

1.3 CALIFORNIA ENVIRONMENTAL QUALITY ACT REQUIREMENTS

The CEQA Guidelines allow for the updating and use of a previously certified EIR for projects that have changed or are different from the previous project or conditions analyzed in the certified EIR. In cases where changes or additions occur with no new significant environmental impacts, an Addendum to a previously certified EIR may be prepared. See CEQA Guidelines § 15164.

The following describes the requirements of an Addendum, as defined by CEQA Guidelines § 15164:

a. The lead agency or responsible agency shall prepare an Addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in § 15162 calling for preparation of a Subsequent EIR have occurred.

b. An Addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in § 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.

c. An Addendum need not be circulated for public review but can be included in or attached to the Final EIR.

d. The decision-making body shall consider the Addendum with the Final EIR prior to making a decision on the project.

e. A brief explanation of the decision not to prepare a Subsequent EIR pursuant to § 15162 should be included in an Addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

As noted above, CEQA Guidelines § 15164(a) and (b) allow for the preparation of an Addendum if none of the conditions described in § 15162 are met. CEQA Guideline § 15162 describes the conditions under which a Subsequent EIR must be prepared, as follows:

a. Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of environmental effects or a substantial increase in the severity of previously identified significant effects;

b. Substantial changes occur with respect to the circumstances under which the project is undertaken, which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

c. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:

    1. The project will have one or more significant effects not discussed in the previous EIR;
    2. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
    3. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternatives; or
    4. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

If none of these circumstances are present, and only minor technical changes or additions are necessary to update the previously certified EIR, an Addendum may be prepared. *See* CEQA Guidelines § 15164. As described in detail herein, none of the above circumstances that warrant the preparation of a Subsequent EIR are present.

The City has determined that an Addendum to the *RSP Final EIR* should be prepared, rather than a Supplemental or Subsequent EIR, based on the following facts:

a. As demonstrated in the accompanying Environmental Checklist Form and its associated analyses (refer to Sections 3.0 and 4.0, respectively), the proposed Project would not require major revisions to the previously-certified *RSP Final EIR* because the Project would not result in any new significant impacts to the physical environment nor would it create substantial increases in the severity of the environmental impacts previously disclosed in the RSP Final EIR. In summary, the proposed Project consists of a Specific Plan Amendment, Tentative Parcel Map, and Precise Plan of Design for Planning Area 10 of the RSP, encompassing 18.06 site acres. The Project Applicant proposes to change the land use and zoning designation of Planning Area 10 from Freeway Commercial (FC) to Business Center (BC) to construct and operate three warehouse buildings. The change in designation from FC to BC would result in an overall decrease in impacts to the environment, as the development of the site with BC instead of FC uses would reduce impacts to the physical environment, including, but not limited to, air quality, greenhouse gas (GHG) emissions, noise, and transportation/traffic. The area of physical disturbance would be identical. As such, there would be no new environmental effects or a substantial increase in the severity of previously identified significant effects as a result of the proposed Project. Thus, the proposed Project would not require major revisions to the previously-certified *RSP Final EIR.*

b. Subsequent to the certification of the *RSP Final EIR*, no substantial changes in the circumstances under which the Project would be undertaken have occurred. The physical conditions of the Project site (RSP Planning Area 10) and the immediately surrounding area are substantially the same as they were at the time the *RSP Final EIR* was certified. To-date, the RSP area has been building out in the general manner as called for by the approved RSP. No substantial changes in circumstance are known to the City of Rialto that would require the preparation of a Supplemental or Subsequent EIR for the development Planning Area 10.

c. Subsequent to the certification of the *RSP Final EIR*, no new information of substantial importance has become available which was not known at the time the RSP Final EIR was prepared.

d. The Project's discretionary actions would not result in any new or substantially more severe significant environmental impacts beyond those disclosed in the *RSP Final EIR.* The Project would reduce impacts under the topic areas of air quality, greenhouse gas (GHG) emissions, noise, and transportation/traffic. The area of physical disturbance would be identical. As such, there would be no new environmental effects or a substantial increase in the severity of previously identified significant effects as a result of the proposed Project.

e. Subsequent to the certification of the *RSP Final EIR*, no new mitigation measures or alternatives have been identified that were infeasible at the time the *RSP Final EIR* was certified and that would substantially reduce the RSP's significant unavoidable impacts to air quality, noise, GHG emissions (climate change) and traffic.

f. Subsequent to the certification of the *RSP Final EIR*, no new mitigation measures or alternatives that are considerably different from those analyzed in the *RSP Final EIR* have been identified to reduce the RSP's significant unavoidable impacts to air quality, noise, GHG emissions (climate change) and traffic.

g. Technical reports that evaluate the proposed Project were prepared for the subject areas of air quality, biological resources, cultural resources, paleontological resources, geology, GHG emissions, hazards/hazardous substance, hydrology/water quality, noise, and traffic. Copies of these reports are contained within the appendix of this document. These technical reports do not identify any new impacts or substantial increases in impacts to the environment beyond that which was disclosed in the *RSP Final EIR.*

Based on the above facts and substantial evidence in the Project's administrative record, the City of Rialto determined that an Addendum to the previously certified *RSP Final EIR* is the appropriate type of CEQA document to prepare for the proposed Project.

1.4 TYPE OF CEQA COMPLIANCE DOCUMENT AND LEVEL OF ANALYSIS

This document is an Addendum to the previously certified *RSP Final EIR* (SCH No. 20060741021). As such, this Addendum analyzes the potential environmental effects of the proposed Project as compared to the effects identified in the certified *RSP Final EIR*. This Addendum also reviews new information, if any, of substantial importance that was not known and could not have been known with the exercise of reasonable due diligence at the time the *RSP Final EIR* was certified. This evaluation includes a determination as to whether the changes proposed for the Project would a) result in any new significant impact; b) result in a more severe impact; c) result in a new ability to substantially reduce a significant impact; or d) result in no substantial change from the previous analysis of the *RSP Final EIR*.

CEQA Guidelines § 15168(a) states that a Program EIR is appropriate for a series of actions that can be characterized as one large project and are related either:

1) Geographically,
2) A logical parts *[sic]* in the chain of contemplated actions,
3) In connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program, or
4) As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.

CEQA Guidelines § 15168(c) states that subsequent activities undertaken pursuant to a Program EIR must be examined in the light of the Program EIR to determine whether an additional environmental document must be prepared. Pursuant to CEQA Guidelines § 15168(c)(4), "Where the subsequent activities involve site specific operations, the agency should use a written checklist or similar device to document the evaluation of the site and the activity to determine whether the environmental effects of the operation were covered in the Program EIR."

1.5 FORMAT AND CONTENT OF THIS EIR ADDENDUM

The following components comprise the EIR Addendum in its totality:

a. This *Introduction* (Section 1.0) and the *Project Description* (Section 2.0).

b. The completed Environmental Checklist Form and its associated analyses (Sections 3.0 and 4.0), which conclude that the proposed Project would not result in any new significant environmental impacts or substantially increase the severity of environmental impacts beyond the levels disclosed in the *RSP Final EIR*.

c. Fourteen (14) technical reports and other documentation that evaluate the proposed Project, which are attached as EIR Addendum Technical Appendices A1-I1.

Appendix A1:	Air Quality Impact Analysis
Appendix A2:	Mobile Source Diesel Health Risk Assessment
Appendix B1:	Habitat Suitability Evaluation
Appendix C1:	Phase I Cultural Resources Survey
Appendix C2:	Paleontological Resource and Monitoring Assessment
Appendix D1:	Geotechnical Investigation
Appendix D2:	Soil Infiltration Study
Appendix E1:	Greenhouse Gas Analysis
Appendix F1:	Phase I Environmental Site Assessment
Appendix G1:	Preliminary Hydrology Calculations
Appendix G2:	Water Quality Management Plan
Appendix H1:	Noise Impact Analysis
Appendix I1:	Traffic Impact Analysis
Appendix I2:	Traffic Analysis Supplemental Assessment

1.6 PREPARATION AND PROCESSING OF THIS EIR ADDENDUM

The City of Rialto is the Lead Agency as set forth in CEQA Guidelines § 21067 and is responsible for reviewing and approving this Addendum to the *RSP Final EIR* based on the City's independent judgement The City will consider the following discretionary approvals for the proposed Proficiency Renaissance Project:

- The adoption of a Resolution recommending approval of the Addendum to the previously certified *RSP Final EIR* for the proposed Project;
- The adoption of Specific Plan Amendment No. 5 (SPA No. 5);
- The approval of Tentative Parcel Map No. 19754 (TPM No. 19754); and
- The approval of Precise Plan of Design (PPD) No. 2453.

The City of Rialto Transportation Commission is required to review the Traffic Impact Analysis for the proposed Project (refer to *Technical Appendix I1* of this EIR Addendum) and make a recommendation to the City Council. This EIR Addendum and its technical appendices will then be forwarded, along with the previously certified *RSP Final EIR*, to the City of Rialto Planning Commission and City Council for review as part of their deliberations concerning the proposed Project. A public hearing(s) will be held before the City of Rialto Planning Commission to evaluate the proposed Project and the adequacy of this EIR Addendum. Public comments will be heard at the hearing(s). At the conclusion of the public hearing(s), the Planning Commission will provide a recommendation to the City Council as to whether to approve, approve with modifications, or deny approval of the proposed Project. Following conclusion of the hearing(s) before the City of Rialto Planning Commission, an additional public hearing(s) will be held before the City of Rialto City Council to consider the proposed Project and the adequacy of this Addendum to the *RSP Final EIR*, at which time public comments will be heard. At the conclusion of the public hearing process, the City Council will take action on the proposed Project.

1.7 INITIAL STUDY CHECKLIST

The City of Rialto prepared the proposed Project's Initial Study Checklist as suggested by CEQA Guidelines §§ 15063(d)(3) and 15168(c)(4). The CEQA Guidelines include a suggested checklist to indicate whether the conditions set forth in its § 15162, which would require a subsequent or supplemental EIR, are met and whether there would be new significant impacts resulting from the project not examined in the Program EIR. The checklist is found in Section 3.0 of this document. Following the checklist, Section 4.0 includes an explanation and discussion of each answer on the form.

There are four possible responses to each of the environmental issues included on the checklist:

- **New Significant Impact**. This response is used to indicate when the Project resulted in changes to such an extent that major revisions of the *RSP Final EIR* are required due to the presence of new significant environmental effects.

- **More Severe Impacts**. This response is used to indicate when the circumstances under which the Project is undertaken have changed to such an extent that major revisions of the *RSP Final EIR* are required due to the fact that the severity of previously identified significant effects would substantially increase.

- **New Ability to Substantially Reduce Significant Impact**. This response is used to indicate when new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the *RSP Final EIR* was certified, indicates that there are new mitigation measures or alternatives available to substantially reduce significant environmental impacts of the Project, but the Project proponent declines to adopt the mitigation measure(s) or alternative.

- **No Substantial Change from Previous Analysis**. This response is used to indicate when the *RSP Final EIR* adequately addressed an environmental effect, and the proposed Project would not

create a new impact or substantially increase the severity of the previously identified environmental impact.

The Initial Study Checklist and accompanying explanation of checklist responses (see Sections 3.0 and 4.0) provide the information and analysis necessary to assess relative environmental impacts of the current Project in the context of environmental impacts addressed in the previously certified *RSP Final EIR*. In doing so, the City will determine the extent of additional environmental review, if any, for the current Project.

1.8 EXISTING DOCUMENTS INCORPORATED BY REFERENCE

State CEQA Guidelines §§ 15150 and 15168(c)(3) and (d)(2) permit and encourage that an environmental document incorporate by reference other documents that provide relevant data. The documents listed in Section 5.0, *References*, as incorporated documents are hereby incorporated by reference, and the pertinent material is summarized as needed within this EIR Addendum. All documents incorporated by reference are available for review at the City of Rialto Development Services Department, Planning Division; 150 South Palm Avenue, Rialto, CA 92376.

1.9 POINTS OF CONTACT

The Lead Agency for this environmental document is the City of Rialto. Any questions about the preparation of this EIR Addendum, its assumptions, or its conclusions should be referred to:

Daniel Casey, Associate Planner
City of Rialto
Development Services
Planning Division
150 South Palm Avenue
Rialto, CA 92736

The point of contact for the Project Applicant is:

Matt Englhard
Proficiency Renaissance, LLC
11777 San Vicente Blvd., Ste. 780
Los Angeles, CA 90049

2.0 PROJECT DESCRIPTION

This section provides all of the information required by CEQA Guidelines §15124, including: a description of the Project's precise location and boundaries; a statement of the Project's objectives; a description of the Project's technical, economic, and environmental characteristics; a list of government agencies that are expected to be involved in the Project's decision-making processes; a list of the permits and approvals that are required to implement the Project; and a list of related environmental review and consultation requirements.

2.1 PROJECT SETTING AND LOCATION

The Project site consists of approximately 18.06 acres in the west central portion of the City of Rialto, San Bernardino County, CA (see Figure 2-1, *Regional Map*). From a regional perspective, the Project site is located west of the City of San Bernardino, northeast of the City of Colton, and east of the City of Fontana. The Project site is located directly south of State Route 210 (SR-210), 4.0 miles east of Interstate 15 (I-15), 6.25 miles west of I-215, and approximately 4.5 miles north of I-10. In a local context, as shown on Figure 2-2, *Vicinity Map,* the Project site is located at the southeast corner of W. Renaissance Parkway on the north and Palmetto Avenue on the west in the City of Rialto.

As shown on Figure 2-4*, Aerial Photograph,* the Project site is an asymmetrical-shaped piece of land that is undeveloped and covered by grasses and shrubs. The Project site consists of six (6) parcels of land located at the southeast corner of W. Renaissance Parkway and Palmetto Avenue (Accessor Parcel Numbers (APNs): 0240-171-02, 0240-171-03, 0240-171-20, 0240-171-21, 0240-171-27, and 0270-191-07). As shown on Figure 2-4, *USGS Topographic Map,* the property gently slopes in elevation from approximately 1,520 feet above mean sea level (AMSL) in the northern portion of the property to an approximate elevation of 1,505 feet AMSL in the southern portion of the property.

The Project site's surrounding land uses and zoning and General Plan land use designations are identified in Table 2-1, *Surrounding Land Use and Zoning,* Table 2-2, *General Plan Land Use Designations,* and depicted on Figure 2-5, Surrounding Land Use and Development and Figure 2-6, *General Plan Land Use Designations*. To the north, across W. Renaissance Parkway is SR-210 and north of SR-210 is the County of San Bernardino Mid-Valley Landfill. Directly east of the Project site is approximately 3.28 acres of vacant land, east of which is Alder Avenue and large-scale warehouse buildings. To the south of the Project site are two warehouse buildings totaling approximately 2,060,000 s.f. in size, and to the west, across Palmetto Avenue, is a single-family residential subdivision within the jurisdiction of the City of Fontana. The zoning of the Project site and the properties to the east is Freeway Commercial (FC) within the RSP. The zoning of the properties to the south is Planned Industrial Development (I-PID) within the Rialto Specific Plan, and the properties to the west are within the jurisdiction of the City of Fontana.

Table 2-1 Surrounding Land Use and Zoning

Location	Existing Land Use	Zoning
Project Site	Vacant Land	Freeway Commercial (FC)
North	SR-210	N/A (SR-210)
East	Vacant Land	Freeway Commercial (FC)
South	Industrial Warehouses	Planned Industrial Development (I-PID)
West	Single-Family Residences	City of Fontana (Residential-Planned Community)

Table 2-2 General Plan Land Use Designations

Location	General Plan Designations
Project Site	Specific Plan
North	SR-210 and Specific Plan
East	Specific Plan
South	Business Park
West	City of Fontana (Residential-Planned Community (R-PC)

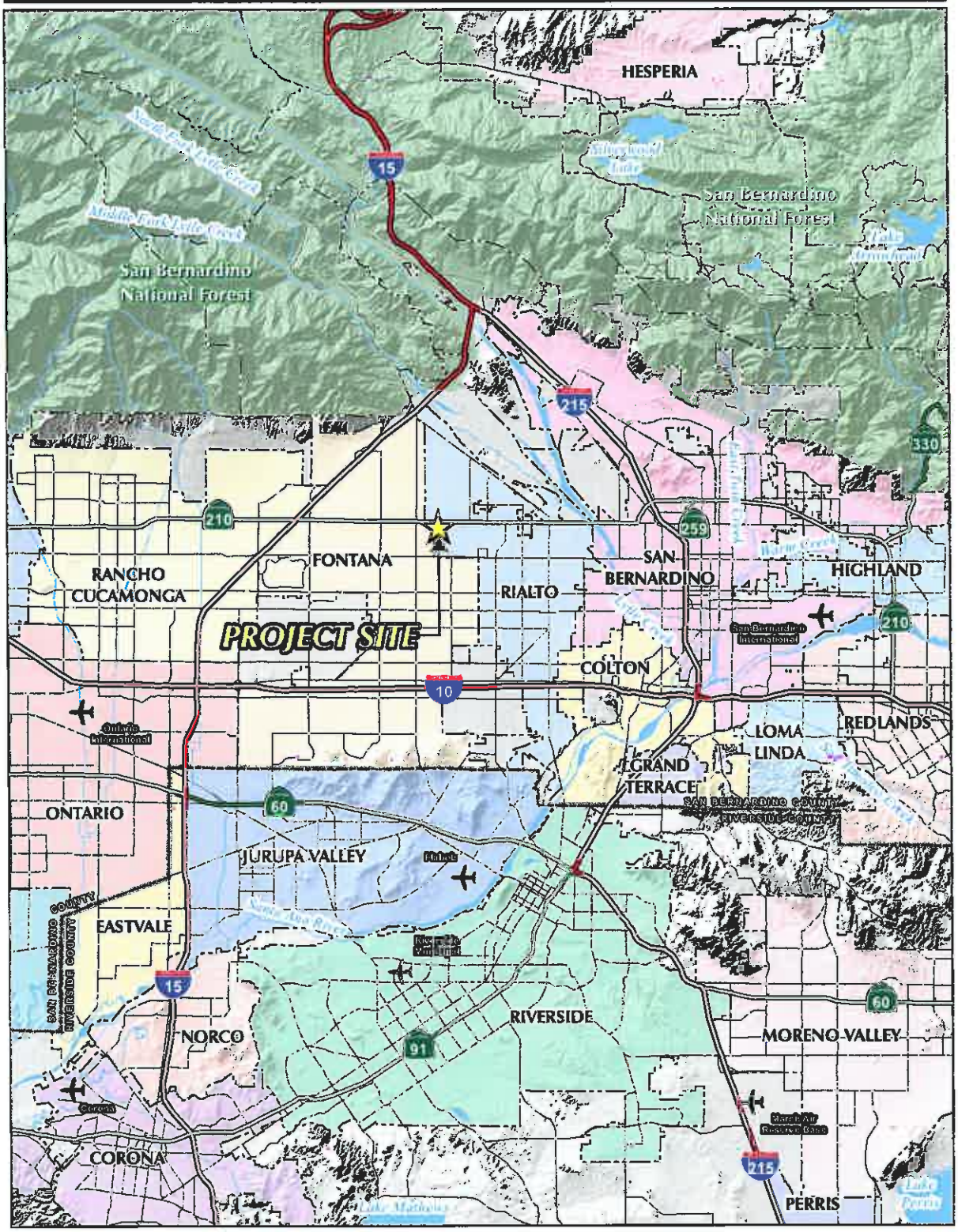
2.2 STATEMENT OF OBJECTIVES

The fundamental purpose of the proposed Project is to allow for the development of three warehouse buildings designed in accordance with the vision of the Renaissance Specific Plan.

- To develop warehouse buildings with loading docks and truck trailer parking within close proximity to regional transportation routes in order to facilitate the efficient movement of goods.
- To develop and maximize the buildout potential of a vacant and undeveloped property in the Renaissance Specific Plan that has access to available infrastructure.
- To attract new employment-generating businesses to the Renaissance Specific Plan area; thereby enhancing the City's existing job base and reducing the needs for members of the local workforce to commute outside of the area for employment.
- To develop a vacant and undeveloped property with structures with architectural design and operational characteristics that complement existing and planned warehouse development in the immediate vicinity of the property.
- To develop a vacant and undeveloped property with three warehouse buildings that would attract businesses that can diversify the City's employment base and improve its jobs-to-housing balance.

- To amend the Renaissance Specific Plan to change the land use designation of the Project site from Freeway Commercial (FC) to Business Center (BC) uses.

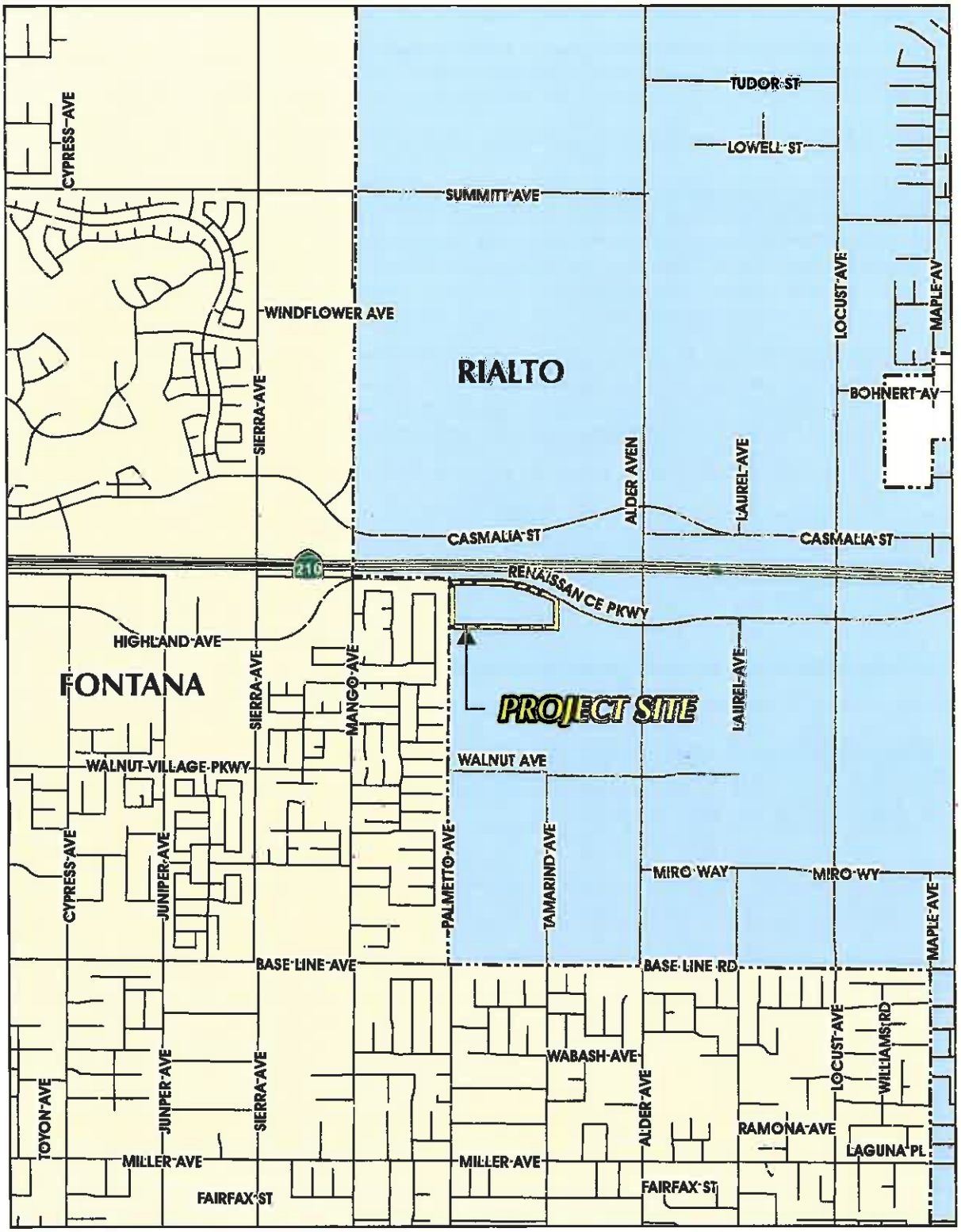
- To build smaller-scale warehouse buildings that could provide support functions to large-scale buildings in the immediate vicinity.



Source(s): ESRI, RCTLMA (2016), SANBAG (2016)

FIGURE 2-1

Regional Map



Source(s): ESRI, SANBAG (2016)

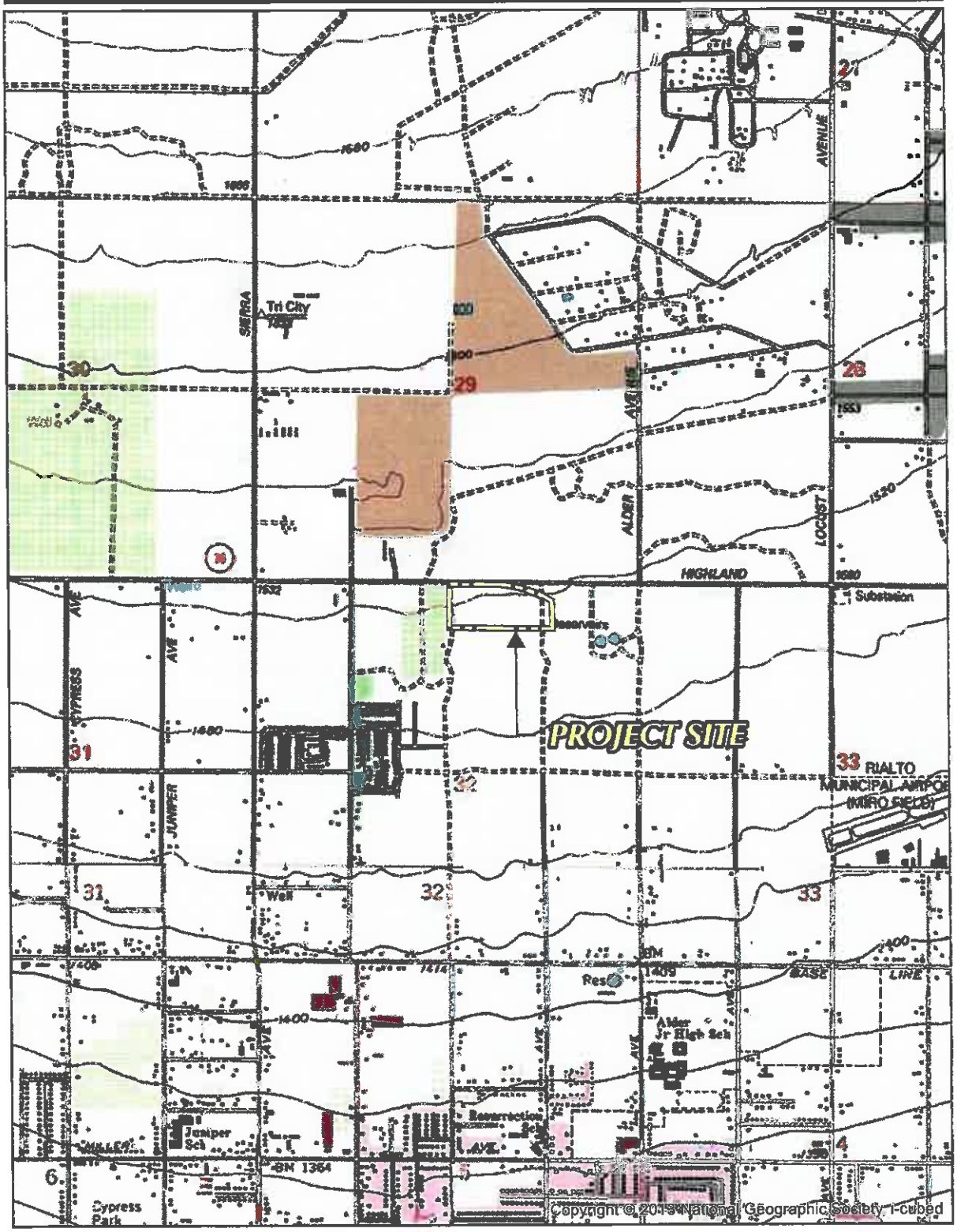
FIGURE 2-2

Vicinity Map

Source(s): ESRI, Google Earth Aerial (2016), SANBAG (2016)

FIGURE 2-3

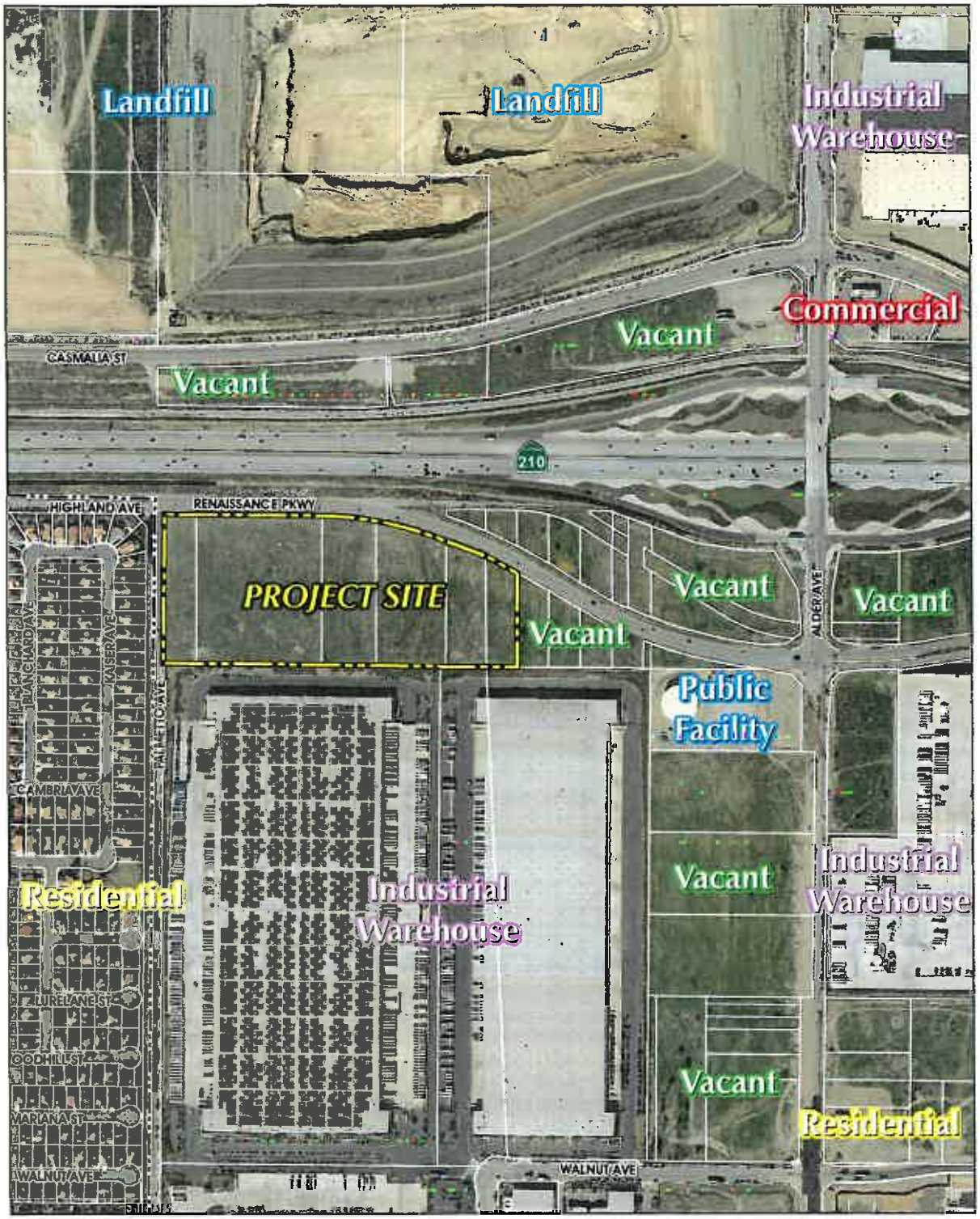
Aerial Photograph



Source(s): ESRI, USGS (2013)

FIGURE 2-4

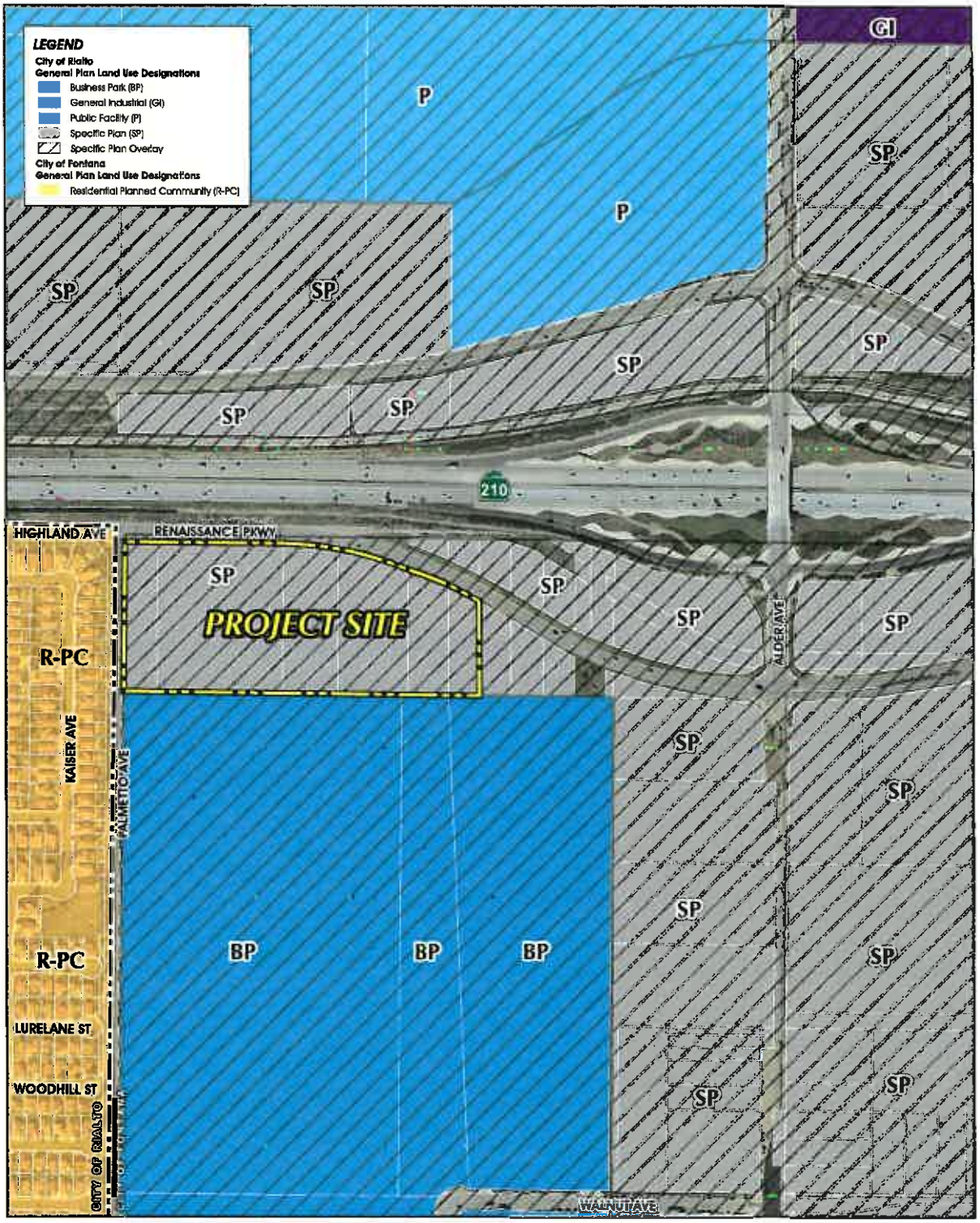
USGS Topographic Map



Source(s): City of Rialto (2011), City of Fontana (2015), ESRI, Google Earth Aerial (2016), SANBAG (2016)

FIGURE 2-5

Surrounding Land Use and Development



Source(s): City of Rialto (2011), City of Fontana (2015), ESRI, Google Earth Aerial (2016), SANBAG (2016)

FIGURE 2-6

0 175 350 700

General Plan Land Use Designations

2.3 PROPOSED DISCRETIONARY ACTIONS

The Project Applicant has filed the following applications for the proposed Project:

- Specific Plan Amendment. A request to change the zoning designation of approximately 18.06 acres of land from Freeway Commercial (FC) within the Renaissance Specific Plan to Business Center (BC) within the Renaissance Specific Plan.

- Tentative Parcel Map. A request to consolidate six (6) parcel of land into three (3) parcels of land totaling 18.06 acres.

- Precise Plan of Design. A request to allow the development of one (1) 210,628 s.f. warehouse building, one (1) 77,047 s.f. warehouse building, and one (1) 53,040 s.f. warehouse building on 18.06 acres of land.

- Environmental Assessment Review.

The City of Rialto is the Lead Agency as set forth in CEQA § 21067 and is responsible for reviewing and approving this Addendum to the *RSP Final EIR (SCH No. 2006071021).* The City will consider the following discretionary approvals for the Proficiency Renaissance project.

- The adoption of a Resolution approving an Addendum to the previously certified *RSP Final EIR* for the proposed Project.

- The adoption of Renaissance Specific Plan Amendment No. 5.

- The approval of Tentative Parcel Map No. 19754.

- The approval of Precise Plan of Design No. 2453.

Additional permits may be required upon review of Project construction documents. Other permits that may be required for the proposed Project include but are not limited to the issuance of encroachment permits for driveways, sidewalks, and utilities; security and parking area lighting; grading permits, building permits; and permits for new utility connections.

2.3.1 Specific Plan Amendment (SPA) No. 5

As depicted on Figure 2-7, *Renaissance Specific Plan Land Use Map*, the Project site is located within Planning Area 10 (PA 10) of the RSP. The RSP designates the Project site as Freeway Commercial (FC). Freeway Commercial (FC) retail/office uses are described as retail uses serving the community and traveling public (retail, travel, services, restaurants, lodging, drug stores, home improvement centers, entertainment centers, health clubs, regional shopping centers, and automobile dealerships. (City of

Rialto, 2010a, Table 3-3). Because warehouse uses are not permitted within the Freeway Commercial (FC) land use category, the current designation cannot accommodate the proposed Project. Therefore, in order to develop the proposed Project, the Project Applicant has applied for a Specific Plan Amendment (SPA) to change the land use category of the Project site to Business Center (BC) that permits the type of development and the Floor to Area Ratio (FAR) proposed by the Project. The Business Center (BC) land use category accommodates larger industrial, distribution, and manufacturing uses. (City of Rialto, 2010a, Table 3-3). The RSP Development Standards for Business Center (BC) uses are identified in Table 2-3, *Renaissance Specific Plan Development Standards for Business Center Uses*.

Table 2-3 Renaissance Specific Plan Development Standards for Business Center Uses

Standard	Business Center[12]
Maximum Intensity	
0-5 acres: Max. FAR[1, 11]	0.45 FAR
5-10 acres: Max. FAR[1, 11]	0.50 FAR
>10 acres: Max. FAR[1, 11]	0.55 FAR
Building Site Specifications	
Min. lot size	1 acre
Min. lot width[9]	200 ft.
Min. lot depth[9]	200 ft.
Min. landscape coverage[10]	10%
Front and Side Street Setbacks[2]	
Bldgs < 100,000 sq. ft.	20 ft. avg. 15 ft. min.
Bldgs > 100,000 sq. ft.	30 ft. avg. 25 ft. min.
Interior Side Setbacks[2]	
If adjacent to business uses[4]	0 ft. or separated by 20 ft. plus 10 ft. for each additional floor
If adjacent to residential uses[4]	40 ft. single story and 10 ft. for each additional floor
Rear Setbacks[2]	
If adjacent to business uses/streets	25 ft. avg. 20 ft. min.
If adjacent to residential uses[4]	40 ft. single story and 10 ft. for each additional floor
Height[2]	
Max. height[5]	75 ft.
Max. stories	6
Other	
Building separation	0 ft. or 10 ft.

Note: All setbacks shall be measured from the property line or, if applicable, the back of landscape easement unless otherwise noted.

[1] Maximum nonresidential intensity may be increased with qualifying features as noted on Nonresidential Incentives section later in this Specific Plan. For purposes of determining maximum buildout, a target FAR of 0.4 was assumed in the Employment category and 0.5 in the Business Center category.

[2] See Table 3-9 for variations to the standards noted on this table.

[3] Zero feet setback if the building entrances and windows are oriented toward the street, otherwise 20-foot setback.
[4] If loading and unloading areas directly face residences, there shall be a minimum setback of 120 feet from the property line to the loading bay doors and a minimum building-to-building separation of 150 feet. Stated setbacks apply to situations where the loading doors do not directly face residences (e.g. side-on configuration).
[5] Maximum building height is defined as the height from finished grade to the top of the roof pitch or top of parapet, whichever is greater. An architectural projection such as a chimney or nonhabitable tower may exceed the maximum building height by 10 feet.
[6] Parcels within Planning Area 5 may be developed to the uses and standards of the Employment land use category and Planning Area 7 may accommodate those uses listed in the Corporate Center land use category.
[7] Planning Area 21 shall not develop in a single-line format, that is, as a typical strip commercial use. Development in Planning Area 21 shall be required to be developed as noted in Table 3-[9], Development and Design Variations.
8 See Figure 2-2, Land Use Diagram, for the locations of the various densities.
[9] In some cases, when the minimum lot width and depth are multiplied together, they do not match the minimum lot size. This was done on purpose to allow flexibility in lot configurations; however, all lots must meet the minimum lot size, width, and depth standards.
[10] See the landscape provisions in the General Business Development Standards section for greater detail and definition.
[11] Maximum FAR's apply to those parcels that do not involve consolidations with other lots. See Table 3-10 in the Nonresidential Incentives section regarding the potential for the City to award FAR bonuses to projects that involve consolidation with other lots to increase their base lot size.
[12] For proposals within Planning Areas 60b or 60c larger than 500,000 square feet, see the EDC Review Procedure in RSP Section 7, Implementation.
(City of Rialto, 2010c, Table 3-5, Development Standards-Business and Commerical Uses)

2.3.2 Tentative Parcel Map No. 19754

A. General Description

TPM No. 19754 proposes to consolidate six (6) parcels of land into three (3) parcels of land on approximately 18.06 acres as depicted on Figure 2-8, *Tentative Parcel Map No. 19754.* On this parcel, the Project Applicant plans to construct three warehouse buildings, and associated improvements. Refer to Subsection 2.3.3 for a discussion of the Project's conceptual site plan. Figure 2-9, *Roadway Cross-Sections*, depicts the Project's Roadway Cross-Sections.

B. Site Access

Primary access to the Project site would be from W. Renaissance Parkway and Palmetto Avenue via SR-210. TPM No. 19754 provides a driveway at Palmetto Avenue for full access (passenger cars only), a driveway at W. Renaissance Parkway for full access for passenger cars and trucks, and a right-in right-out (RIRO) driveway at W. Renaissance Parkway for passenger cars and trucks. As depicted on Figure 2-8, TPM No. 19754 would dedicate 54 feet along the Project site frontage for W. Renaissance Parkway (half-width of a 108-foot ultimate right-of-way).

C. Utility Infrastructure and Off-Site Improvements

The RSP is served by three separate water districts. Specific to the Project site, the Fontana Water Company serves the area south of SR-210 and west of Linden Avenue. (City of Rialto, 2010a, pp. 3-19 and 3-20) As depicted on Figure 2-10, *Conceptual Utility Plan*, the Project would connect to existing water lines in W. Renaissance Parkway.

Sewer service would be provided by the City of Rialto. The proposed Project would connect to off-site sewer lines to be constructed in Alder Avenue. The entire RSP would be connected to an existing sewer line that is located in Cactus Avenue. That line extends southerly from Baseline Road in Cactus Avenue, easterly in Valley Boulevard, and southerly in Riverside Drive, and easterly in Santa Ana to the City of Rialto sewage treatment plant. (City of Rialto, 2010a, p. 3-20)

Under existing conditions, runoff from the Project site flows southerly to an existing "v" ditch at the existing development located to the south of the Project site. From the ditch, runoff is currently conveyed to various catch basins and storm drain systems that traverse through the existing development located south of the Project site. (Thienes, 2016a, n.p.)

As depicted in Figure 2-11, *Hydrology Map*, and Figure 2-12,WQMP Site Map runoff from the proposed condition would continue to drain southerly into the existing storm drain system in the existing developments to the south. Runoff from the westerly parking area of Building 1, the southerly half of Building 1 and its truck yard, would drain to a series of catch basins in the truck yard. A storm drain would convey the runoff southerly towards the existing storm drain in the southerly site. Underground infiltration facilities would be utilized for onsite water treatment. Runoff from Building 2, its vehicle parking area and truck dock area, would drain to catch basins in the northerly drive aisle and the truck dock area. A storm drain would convey runoff to an existing catch basin at the northerly portion of the existing site. Low flows would be captured by underground chambers for infiltration. Runoff from Building 3, its vehicle parking area and truck dock area, would drain to a catch basin located north of the building and another catch basin located in the truck dock area. A storm drain would convey runoff southerly to an existing catch basin at the northerly portion of the existing site. Low flows would be captured by underground chambers for infiltration. Approximately 0.70 acres of self-treating landscape along the southerly property line would drain offsite. (Thienes, 2016b, p. 1-1)

D. Earthwork and Grading

As depicted on Figure 2-13, *Conceptual Grading Plan,* earthwork and grading would occur over the entire Project site in one phase. Based on expected subsidence, shrinkage, and over-excavation shrinkage, the total excavation, including site and utility soils, would be approximately 50,636 cubic yards (c.y.) resulting in a balanced site that would not require the import or export of soils. The Project's earthwork and grading would result in a maximum 5-foot slope area along the southerly property line.

2.3.3 Precise Plan of Design No. 2453

The proposed Project is required to be designed in accordance with the RSP Development and Design Standards. As depicted on, *Precise Plan of Design No. 2453,* the Project Applicant proposes to construct three buildings (hereafter, Building 1, Building 2, and Building 3, respectively), with a total building area of 340,715 s.f. on the Project site. See Table 2-4, *Precise Plan of Design Statistical Summary,* for a breakdown of the building area for each building.

The three buildings are designed to accommodate warehouse uses. At the time this EIR Addendum was prepared, the future occupants of the Project's buildings were unknown. However, Building 1 is designed to accommodate a maximum of 15% (51,100 s.f.) of the warehouse building for cold storage (i.e., refrigeration) in the event the building's occupant(s) require cold storage. Each building is designed with a first floor office, mezzanine, and warehouse.

A truck court would be provided on the south side of Building 1 to provide truck trailers access to the dock doors and truck trailer parking. Access would be provided via 8-foot wrought iron fence with metal, manual operated gates with Knox-Pad lock per Fire Department standards. Truck trailer access from the north to the dock doors associated with Building 2 and Building 3 would be provided in a similar manner. As shown on Figure 2-14, a 26-foot fire lane would be provided on the north, south, east, and west side of Building 1, on the north and west side of Building 2, and on the west side of Building 3.

Table 2-4 Precise Plan of Design Statistical Summary

Building Area (footprint)	Building 1	Building 2	Building 3	Total
Building Area (footprint)	205,628 s.f.	74,547 s.f.	50,540 s.f.	330,715 s.f.
1st Floor office	5,000 s.f.	2,500 s.f.	2,500 s.f.	10,000 s.f.
Mezzanine	5,000 s.f.	2,500 s.f.	2,500 s.f.	10,000 s.f.
Warehouse	200,628 s.f.	72,047 s.f.	48,040 s.f.	320,715 s.f.
Total	**210,628 s.f.**	**77,047 s.f.**	**53,040 s.f.**	**340,715 s.f**
Coverage	44%	41.9%	42.8%	43.3%

B. Parking and Loading

As depicted on Figure 2-14 and summarized in Table 2-5, *Parking Stalls Provided*, a total of 297 auto parking stalls would be provided for the three buildings and 50 truck trailer stalls would be provided in association with Building 1. Bike racks would be provided on the north side of Buildings 1, 2, and 3.

For the intent of loading and unloading of goods, thirty-two (32) dock doors would be provided on the south side of Building 1, fifteen (15) dock doors would be provided on the west side of Building 2 (adjacent to Building 1), and nine (9) dock doors would be provided on the west side of Building 3 (adjacent to Building 2).

Table 2-5 Parking Stalls Provided

Parking Stalls	Building 1	Building 2	Building 3	Total
Standard (9-feet by 18-feet)	149	75	59	283
Handicap	7	4	3	14
Total Auto Parking Provided	**156**	**79**	**62**	**297**
Trailer (10-feet by 55-feet) Parking Provided	**50**	**0**	**0**	**50**

C. Architecture, Walls, and Fencing

The Project's architecture, walls, and fencing would be designed in accordance with the Design Guidelines as set forth in the *RSP* document. The conceptual architectural elevations are depicted on Figure 2-15, *Building 1 Architectural Elevations*, Figure 2-16, *Building 2 Architectural Elevations*, and Figure 2-17, *Building 3 Architectural Elevations*. The three proposed buildings would have maximum wall heights to the top pitch of the roofs of 50 feet (Building 1) and 48 feet (Buildings 2 and 3).

Fourteen -foot high concrete tilt-up screen walls, to be treated to match the adjacent building walls, are designed to be provided adjacent to parking areas and 8-foot wrought iron fencing would be provided.

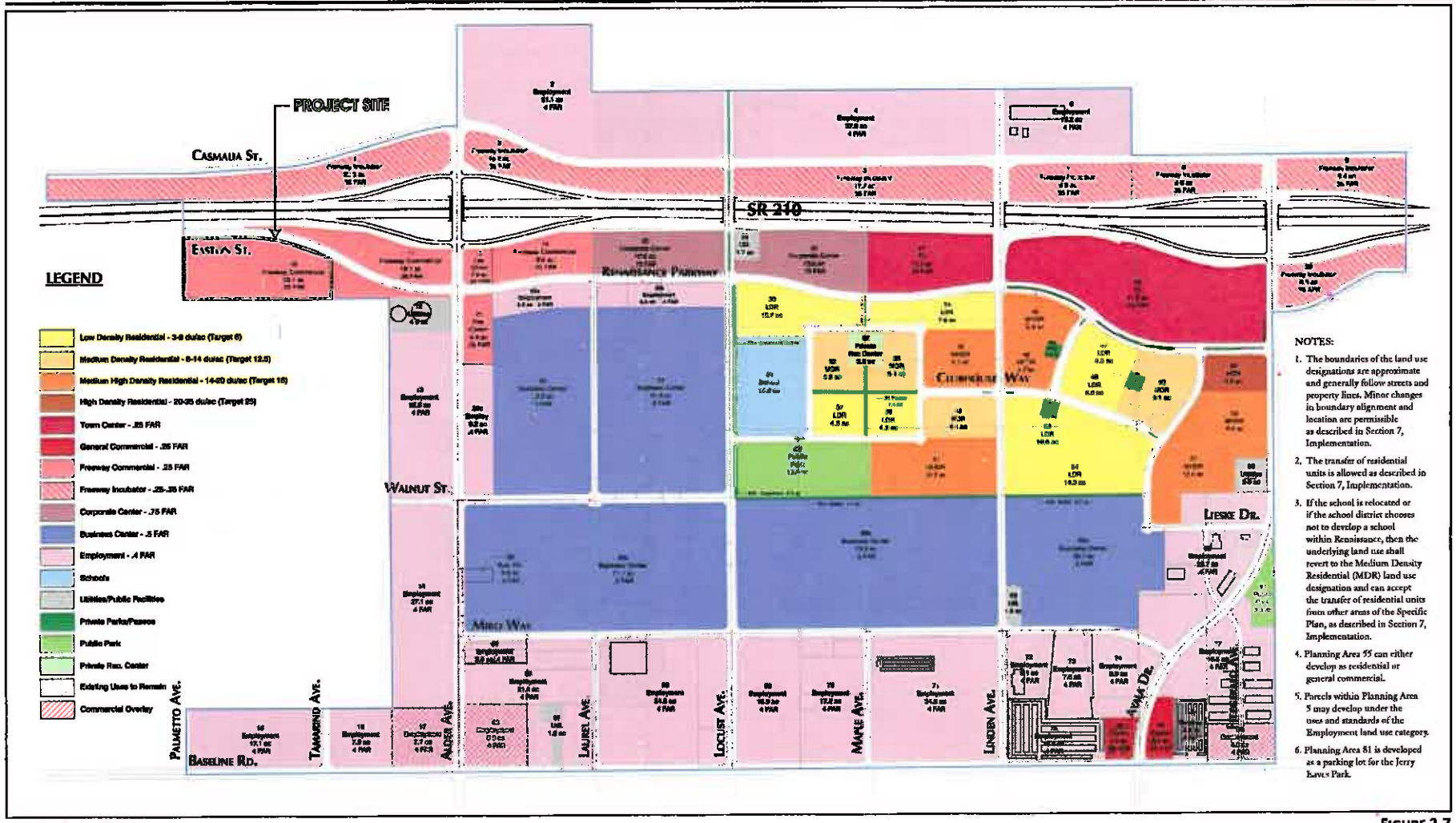
D. Lighting

The Project's lighting features would be designed in accordance with the Design Guidelines as set forth in the RSP document. All streetlights and other outdoor lighting would be submitted to the City Development Services Department to plan check and would be required to comply with the relevant requirements of the City's General Plan and Development Code and current building codes. The RSP requires the preparation of a detailed lighting plan with the submittal of development applications and both the RSP and the City's zoning ordinance limits light source intensities adjacent to residential and non-residential uses. (City of Rialto, 2010a, pp. 4.1-12)

E. Conceptual Landscaping Plan

The Project's landscape features are required to be designed in accordance with the Design Guidelines as set forth in the RSP document. All landscaping is required to comply with the approved trees, shrubs, and groundcovers listed in the Landscape Plant Palette of the RSP document. Approximately 19.8% of the 18.06-acre Project site would be landscaped. The Project Applicant would implement landscape design requirements consistent with the RSP and other City requirements as applicable. The Project's proposed landscaping plan is depicted on Figure 2-18, *Conceptual Landscaping Plan*. As shown, drought-tolerant trees, shrubs, landscaping accents, and groundcovers are proposed along street frontages Palmetto Avenue and W. Renaissance Parkway and along the southern boundary of the Project site. Coast Live Oaks are proposed to be planted along the eastern boundary of the Project site. Landscaping also is proposed at building entries and in an around parking areas and around each building. All

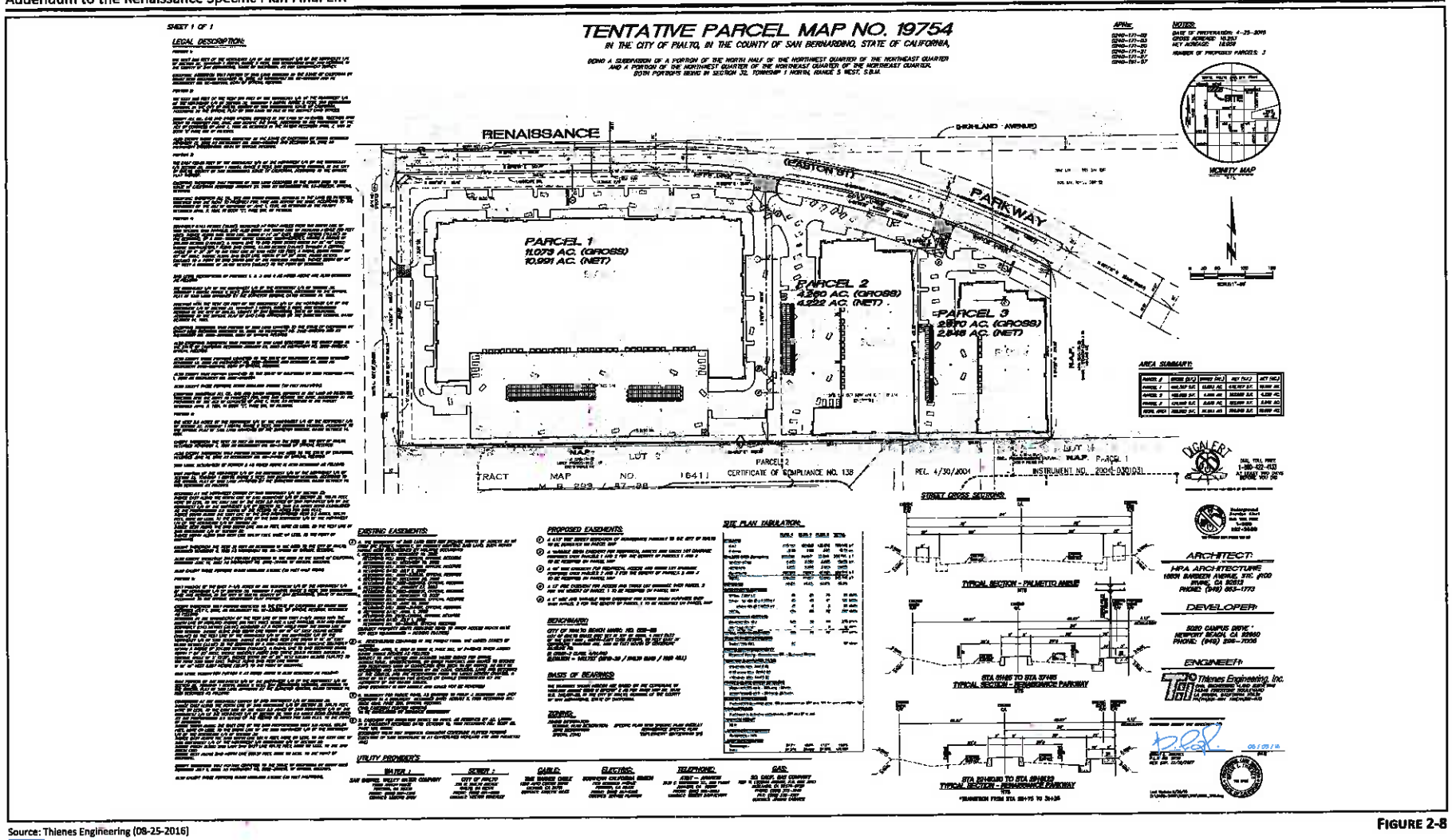
landscaping would be ornamental in nature. A landscaped parkway is proposed for W. Renaissance Parkway along the Project's northern boundary that would be comprised of rock treatment banding and trees shrubs, accents, and groundcover.



Source: City of Rialto (2010)

FIGURE 2-7

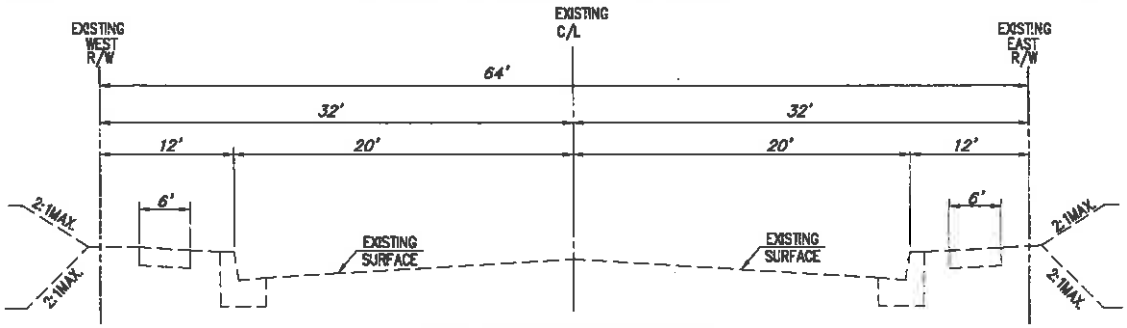
Renaissance Specific Plan Land Use Map



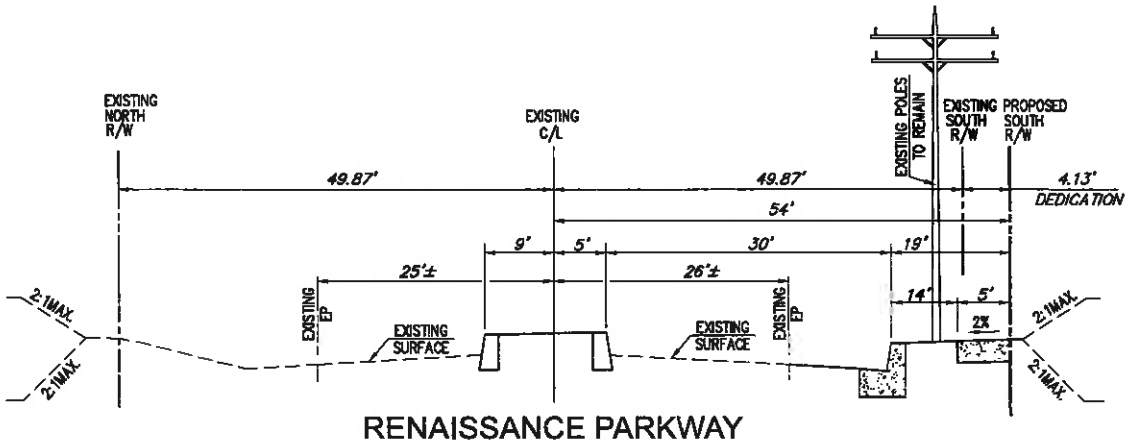
Source: Thienes Engineering (08-25-2016)

FIGURE 2-8

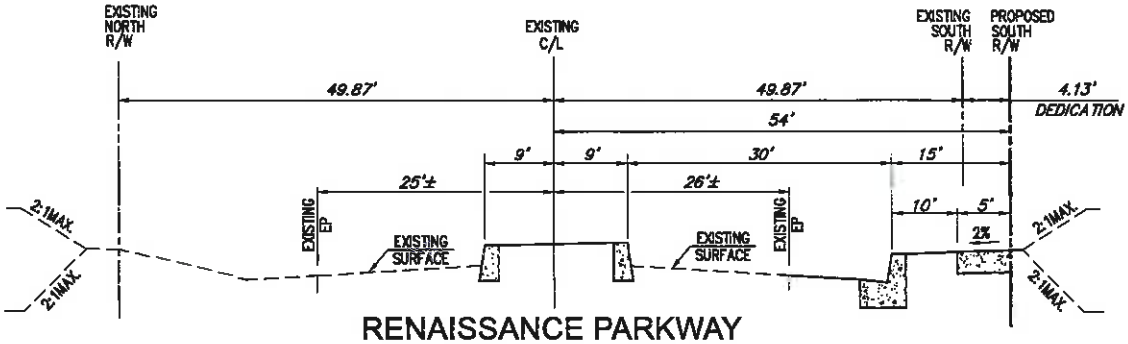
Tentative Parcel Map No. 19754



PALMETTO AVENUE



RENAISSANCE PARKWAY
(STA 31+25 TO STA 37+85)

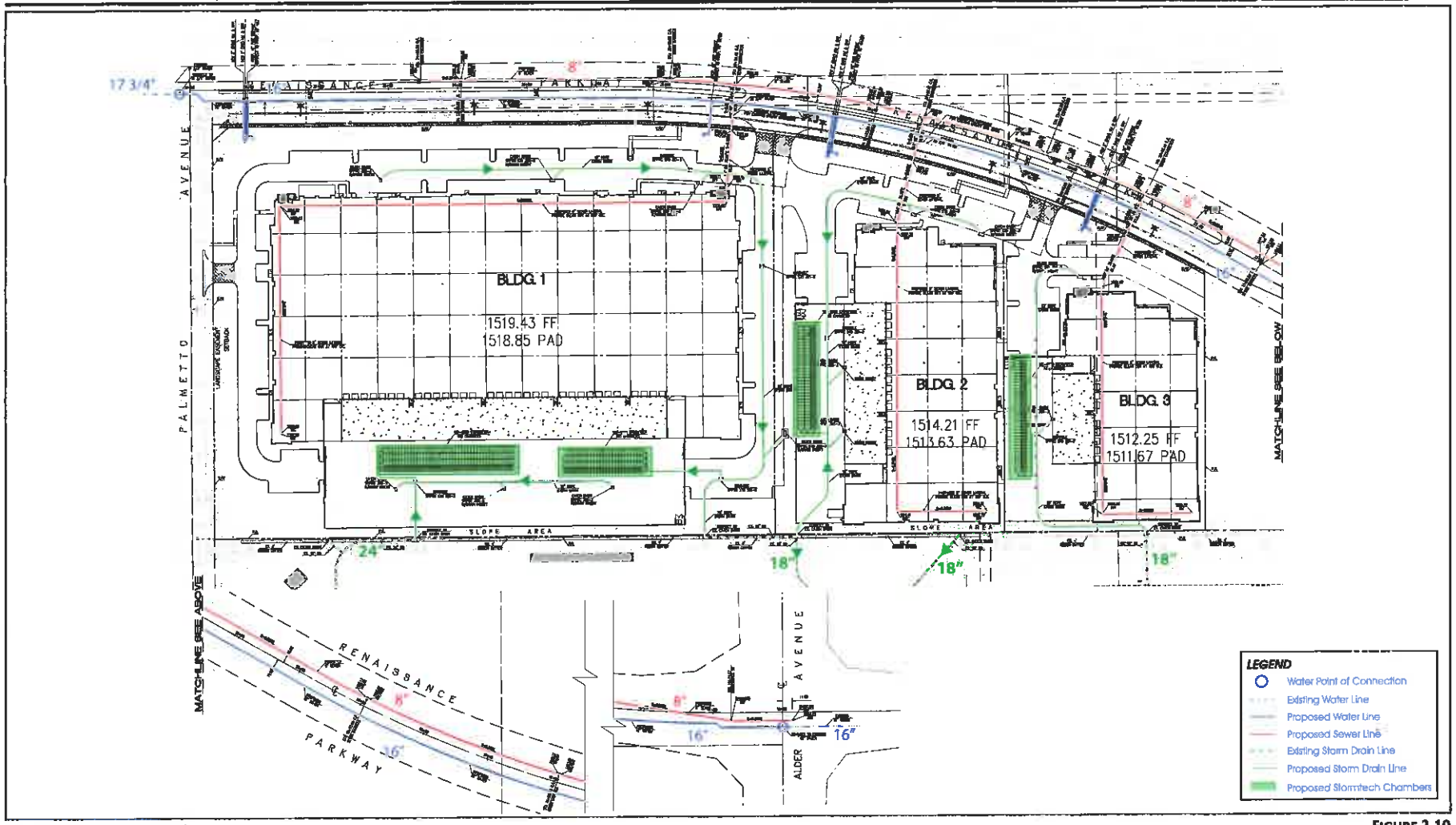


RENAISSANCE PARKWAY
(STA 22+60.80 TO STA 29+91.23)
*Transition from STA 28+75 to 31+25

Source: Thienes Engineering (08-26-2016)

FIGURE 2-9

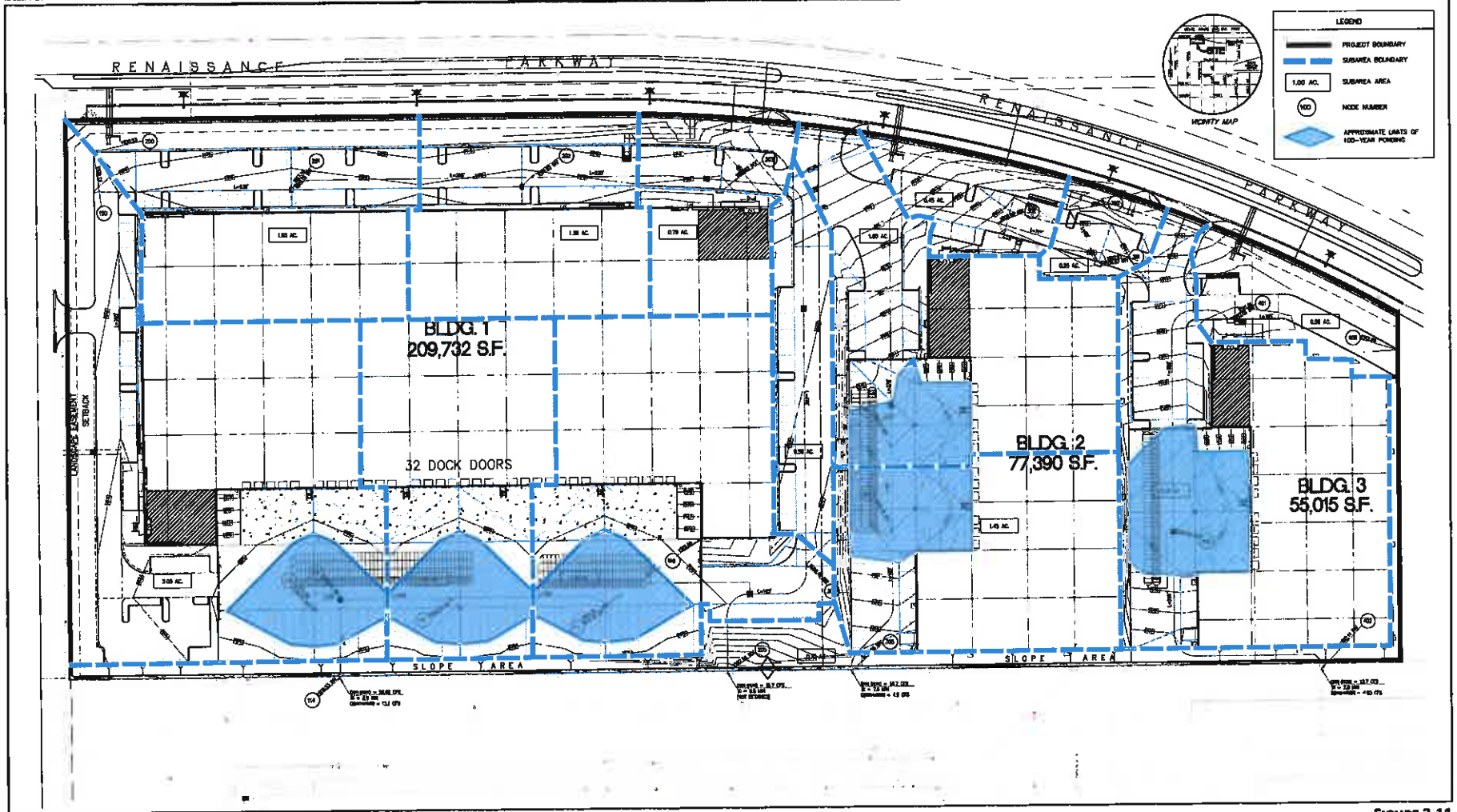
Roadway Cross-Sections



Source: Thienes Engineering (08-25-2016)

FIGURE 2-10

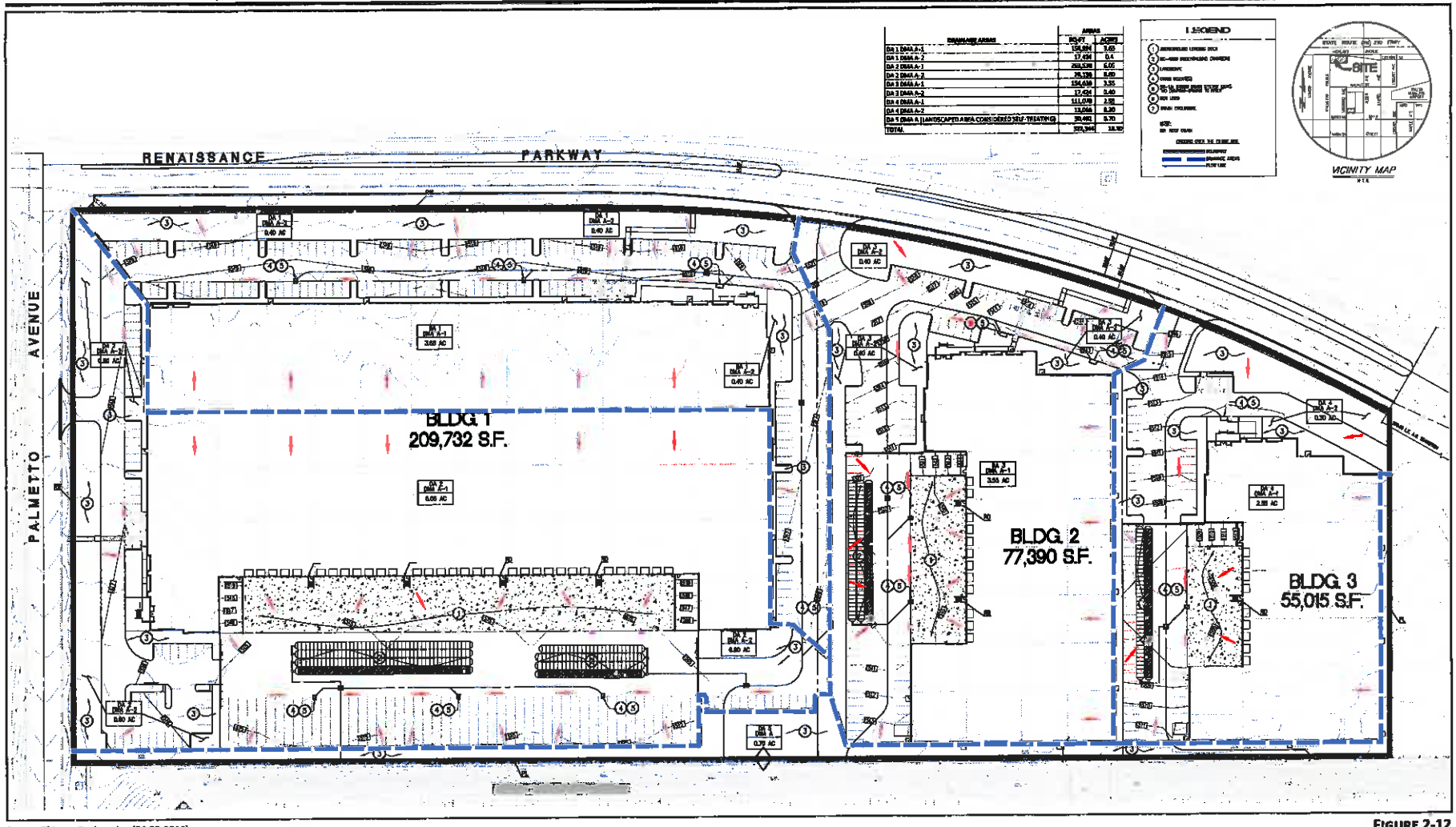
Conceptual Utility Plan



Source: Thienes Engineering (04-2016)

FIGURE 2-11

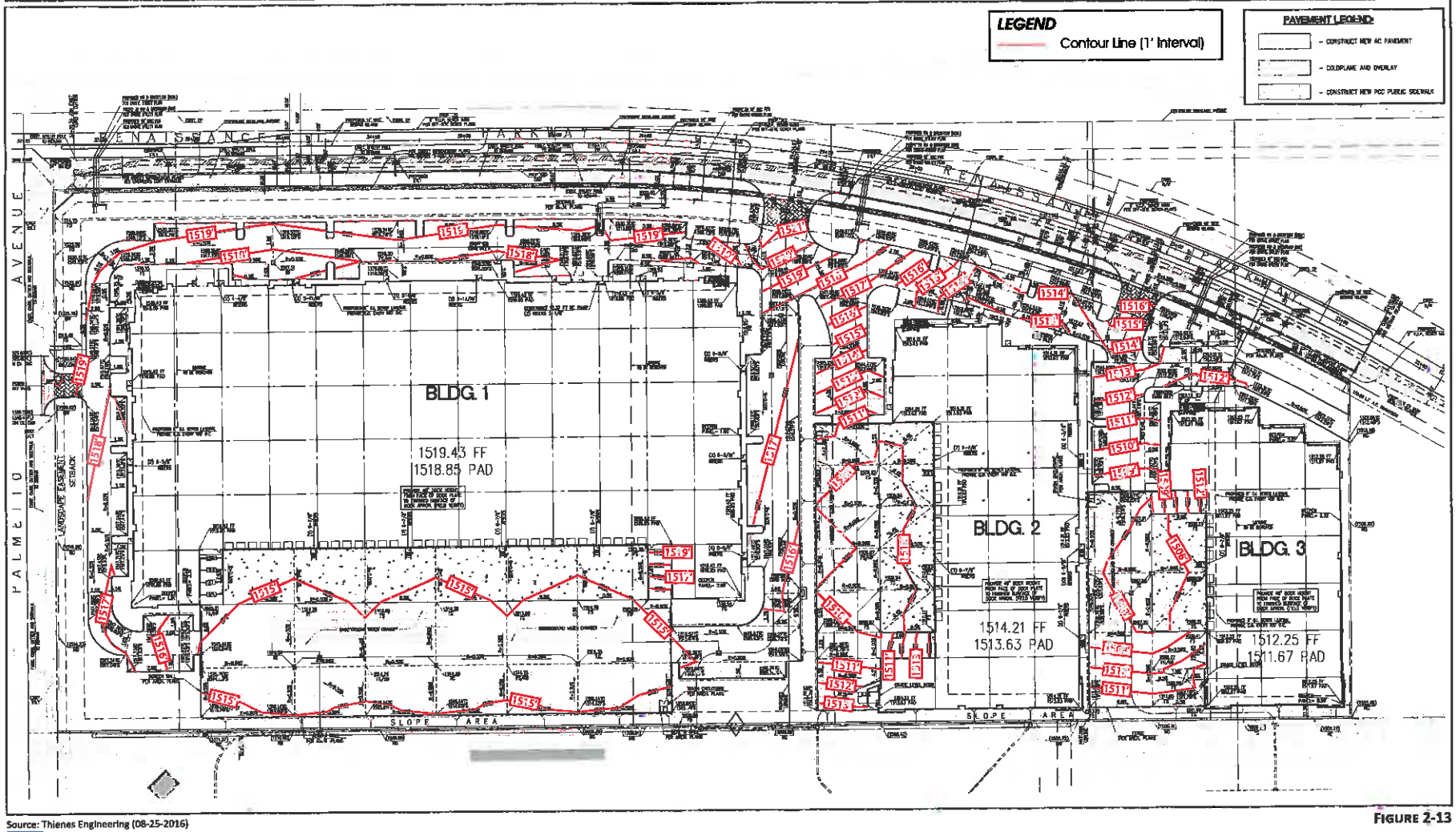
Hydrology Map



Source: Thienes Engineering (04-22-2016)

FIGURE 2-12

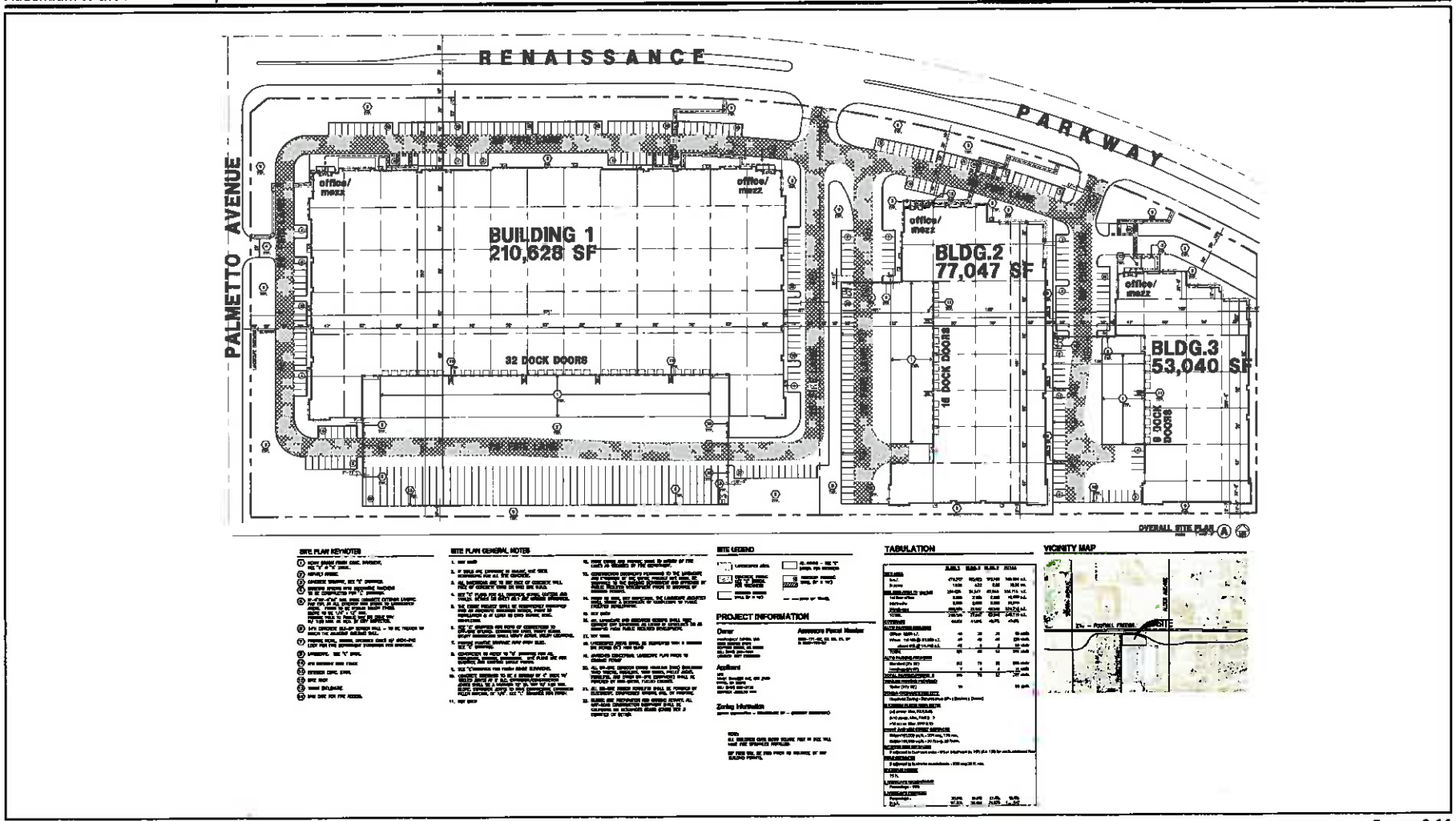
WQMP Site Map



Source: Thienes Engineering (08-25-2016)

FIGURE 2-13

Conceptual Grading Plan



Source: HPA (08-08-2016)

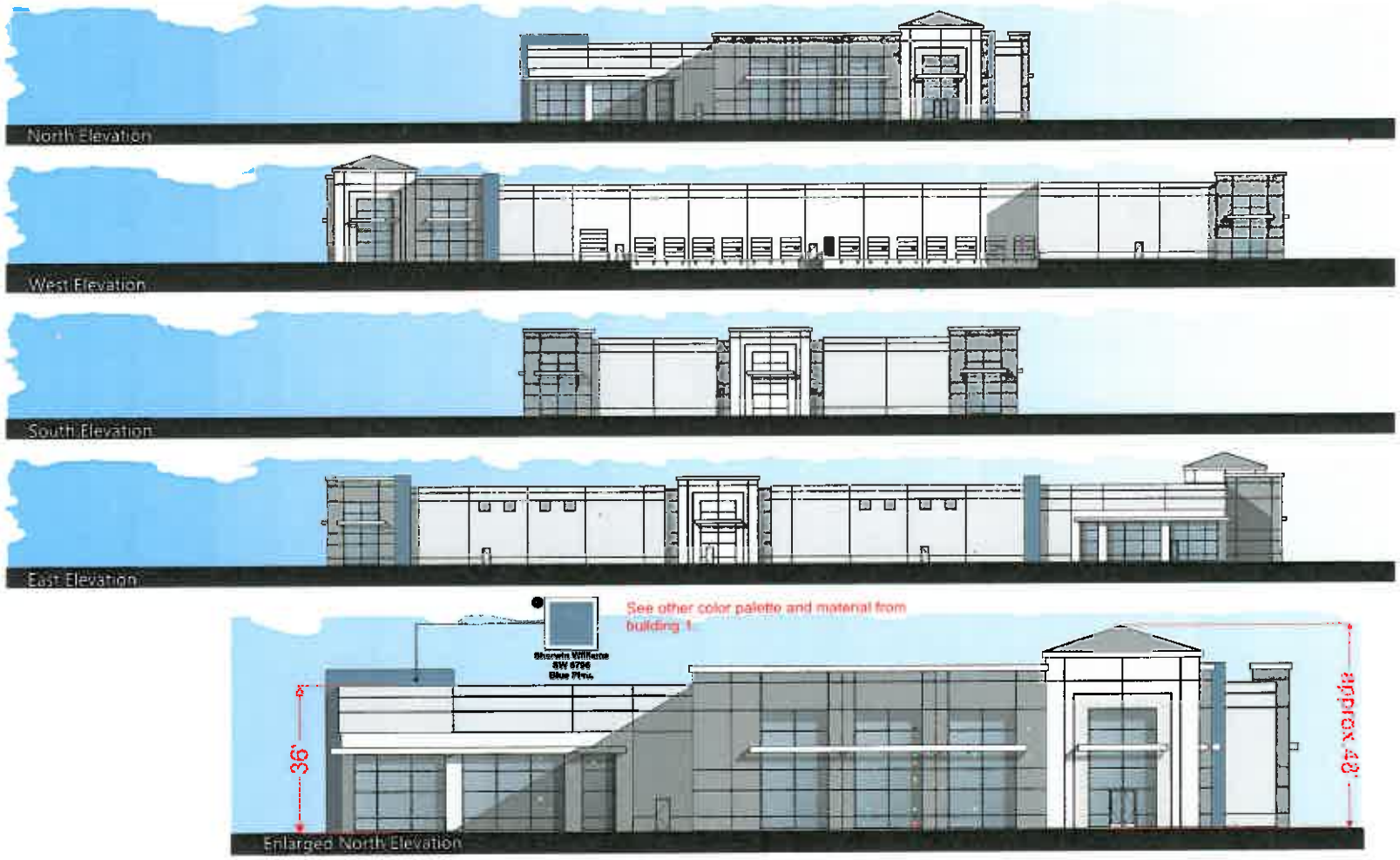
FIGURE 2-14

Precise Plan of Design No. 2453

Source: HPA (07-28-2016)

FIGURE 2-15

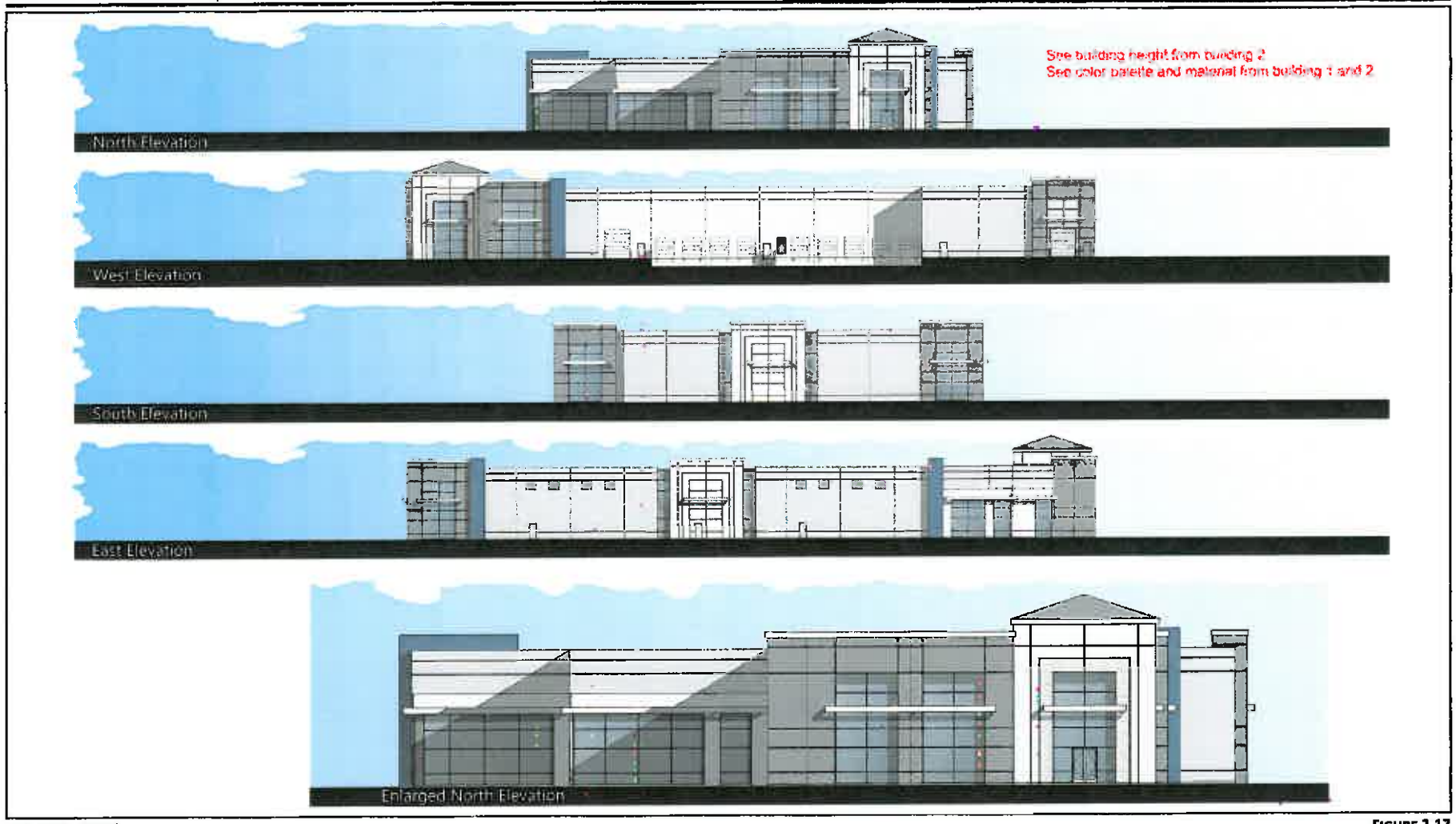
Building 1 Architectural Elevations



Source: HPA (07-28-2016)

FIGURE 2-16

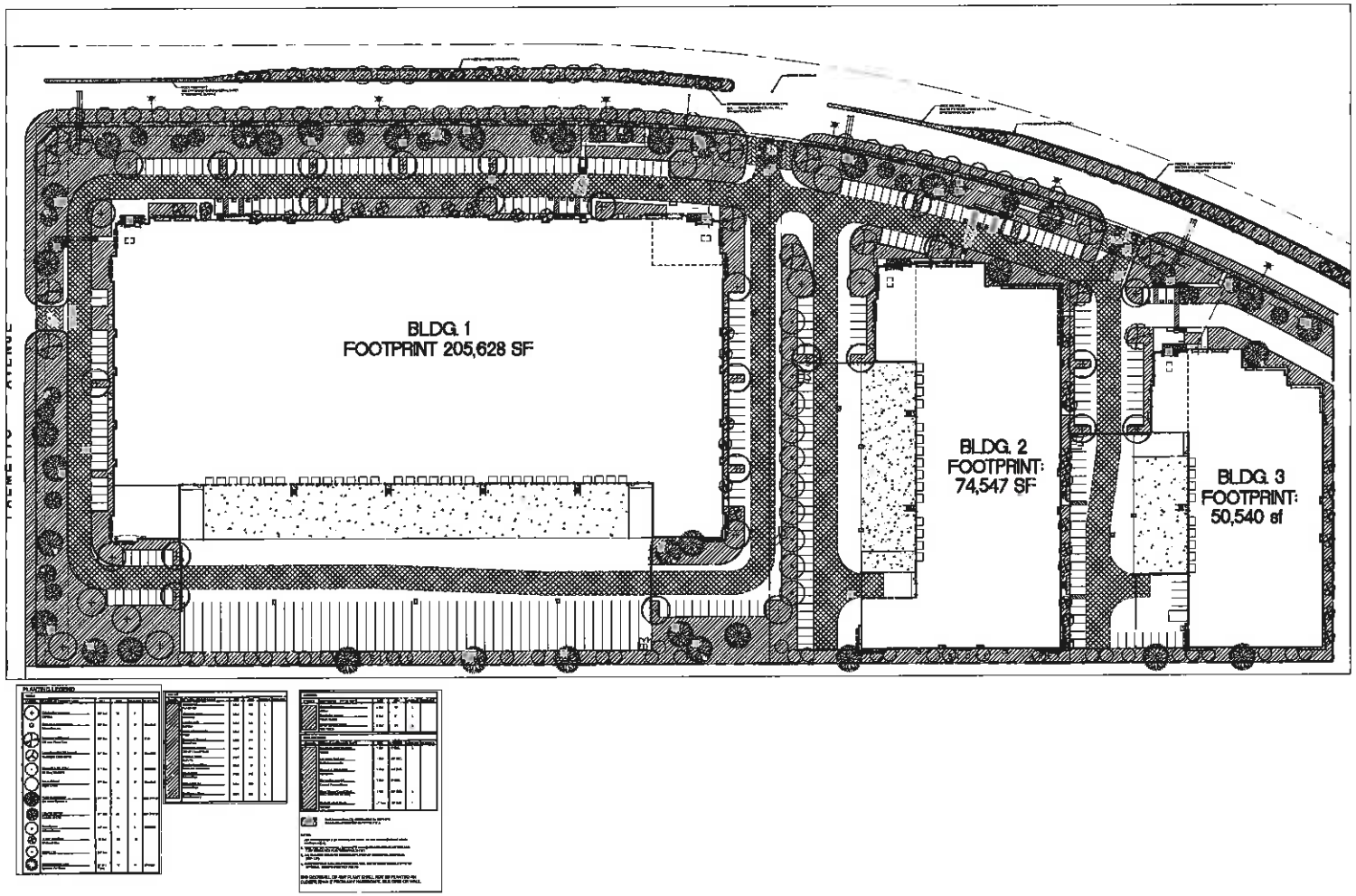
Building 2 Architectural Elevations



Source: HPA (07-28-2016)

FIGURE 2-17

Building 3 Architectural Elevations



Source: HPA (08-16-2016)

FIGURE 2-18

Conceptual Landscaping Plan

2.4 SCOPE OF ENVIRONMENTAL ANALYSIS

2.4.1 Construction Characteristics

During typical construction activities, equipment is expected to operate eight (8) hours per day, five (5) days per week during the permitted hours stated in City of Rialto Municipal Code Chapter 9.50.070 as identified in Table 2-6, *Permitted Hours of Construction Work*.

Table 2-6 Permitted Hours of Construction Work

October 1 through April 30	
Monday - Friday	7:00 a.m. to 5:30 p.m.
Saturday	8:00 a.m. to 5:00 p.m.
Sunday	No Permissible Hours
State Holidays	No Permissible Hours
May 1 through September 30	
Monday - Friday	6:00 a.m. to 7:00 p.m.
Saturday	8:00 a.m. to 5:00 p.m.
Sunday	No Permissible Hours
State Holidays	No Permissible Hours

(Rialto, California - Municipal Code, Section 9.50.70)

Concrete pouring activities occasionally require air temperatures to be lower than typically occur during daytime hours. Should any construction activities need to occur at night, the Project Applicant would be required to obtain authorization for nighttime construction activities per City of Rialto Municipal Code Section 9.50.70.

As identified in Table 2-7, *Construction Activity Schedule,* The proposed Project is anticipated to be constructed in one phase, with an anticipated opening year of 2018. The Project's construction is anticipated to use the equipment identified in Table 2-8, *Anticipated Construction Equipment to be Used.*

Table 2-7 Construction Activity Schedule

Phase Name	Start Date	End Date	Days
Site Preparation	03/01/2017	05/23/2017	60
Grading	05/24/2017	07/25/2017	45
Building Construction	07/26/2017	11/28/2017	90
Architectural Coating	11/29/2017	12/26/2017	20
Paving	12/27/2017	01/09/2018	10

(Project Applicant)

Table 2-8 Anticipated Construction Equipment to be Used

Activity	Equipment	Number	Hours Per Day
Site Preparation	Water Trucks	2	8
	Rubber Tired Dozer	5	8
	Tractors/Loaders/Backhoes	2	8
	Excavator	5	8
Grading	Water Trucks	3	8
	Scraper	5	8
	Grader	5	8
	Rubber Tired Dozer	2	8
	Tractors/Loaders/Backhoes	2	8
	Excavator	2	8
Building Construction	Tractors/Loaders/Backhoes	5	8
	Forklift	5	8
	Generator Sets	2	8
	Cranes	3	8
	Welder	2	8
Paving	Pavers	2	8
	Rollers	2	8
	Paving Equipment	2	8
Architectural Coatings	Air Compressor	6	8

(Project Applicant)

2.4.2 Proposed Operational Characteristics

The three buildings are designed for warehouse uses. At the time this EIR Addendum was prepared, the future occupants of the Project's buildings were unknown. However, Building 1 is designed to accommodate a maximum of 15% (51,100 s.f.) of the warehouse building for cold storage (i.e., refrigeration) in the event the building's occupant(s) require cold storage. During long-term operating conditions, the Project is calculated by Urban Crossroads, Inc. to generate approximately 1,213 daily vehicle trip-ends per day.

For purposes of analysis in this EIR Addendum, the buildings are anticipated to be operational 24 hours per day, seven days per week, with exterior loading/unloading and parking areas illuminated at night. The outdoor cargo handling equipment used during loading and unloading of trailers (e.g., yard trucks, hostlers, yard goats, pallet jacks, forklifts) would be powered by diesel-fueled engines that comply with the California Air Resources Board (CARB)/United States Environmental Protection Agency Tier 3 Certified or better, while all indoor cargo handling equipment would be powered by electricity, compressed natural gas, or propane. These requirements are noted on the Project's plans.

Because the users of the Project's buildings are not yet known, the number of jobs that the proposed Project would generate cannot be precisely determined at this time; therefore, for purposes of analysis,

employment estimates were calculated using the job assumptions calculated in the *RSP* document. As discussed in Subsection 2.3.1, a SPA is proposed to amend the Project site's Freeway Commercial (FC) designation to Business Center (BC). For BC uses, for buildings exceeding 100,000 s.f., the RSP assumes 2,500 s.f. per employee (City of Rialto, 2010a, Table 4.9-3). Therefore, the sum of the Project's three buildings is calculated to result in approximately 136 jobs (340,715 s.f. ÷ 2,500 s.f =136).

3.0 ENVIRONMENTAL CHECKLIST

3.1 PROJECT DESCRIPTION

1. Project: Amendment No. 5 to the Renaissance Specific Plan for Planning Area 10, Tentative Parcel Map No. 19754, and Precise Plan of Design No. 2453.

2. Applicant: Proficiency Renaissance, LLC; 11777 San Vicente Blvd. Ste. 780, Los Angeles, CA 90049

3. Project Location: South of SR-210 and W. Renaissance Parkway, west of Palmetto Avenue, and east of Alder Avenue in the City of Rialto, CA.

4. Project Description: Proposal to change the land use and zoning designation of the site from Freeway Commercial (FC) to Business Center (BC) and to construct and operate three buildings with a total building area of 340,715 s.f.

5. General Plan Designation: Specific Plan (SP)

6. Zoning Designation: Existing – Freeway Commercial (FC); Proposed – Business Center (BC)

7. Project Setting and Surrounding Land Uses: The Project site consists of approximately 18.06 acres in the west central portion of the City of Rialto in the westernmost portion of the Renaissance Specific Plan. The property is undeveloped and gently slopes in elevation from approximately 1,520 feet above mean sea level (AMSL) in the northern portion of the property to an approximate elevation of 1,505 feet AMSL in the southern portion of the property. To the north, across W. Renaissance Parkway is SR-210 and north of SR-210 is the County of San Bernardino Mid-Valley Landfill. Directly to the east of the Project site is approximately 3.28 acres of vacant land, east of which is Alder Avenue and large-scale warehouse buildings. To the south are two large warehouse buildings and to the west, across Palmetto Avenue, is a single-family residential subdivision within the jurisdiction of the City of Fontana.

3.2 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 and Forest Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology and Soils
☐ Greenhouse Gas Emissions	☐ Hazards and Hazardous Materials	☐ Hydrology and Water Quality
☐ Land Use and Planning	☐ Mineral Resources	☐ Noise
☐ Population and Housing	☐ Public Services	☐ Recreation
☐ Transportation	☐ Utilities	☐ Greenhouse Gas (Climate Change)

3.3 ENVIRONMENTAL DETERMINATION

On the basis of the initial evaluation:

☐ 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 the significant effects that would result from the Project have been addressed in an earlier certified Renaissance Specific Plan Final EIR (SCH No. 2006071021) and that none of the determinations set forth in the Public Resources Code Section 21166 and State CEQA Guidelines Section 15162 can be established and, thus, an Addendum to the *RSP Final EIR* shall be prepared.

☐ 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.

Prepared By:

Signature: DJZ Date: 10-20-16

Name and Title: Daniel Casey, Associate Planner

3.4 EVALUATION OF ENVIRONMENTAL IMPACTS

The following Environmental Checklist is for projects with previously certified/ approved environmental documents. This checklist takes into consideration the preparation of an environmental document, such as an EIR, prepared at an earlier stage of a proposed project. This checklist evaluates the adequacy of the earlier document pursuant to Section 15164 of the California Environmental Quality Act (CEQA) Guidelines. This Environmental Assessment Review No. 16-27 to the previously prepared Renaissance Specific Plan Final EIR (SCH No. 2006071021) has been prepared in accordance with §15164 of the CEQA Guidelines.

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
1. AESTHETICS. Would the project:				
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 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 that would adversely affect day or nighttime views in the area?	☐	☐	☐	☒
2. AGRICULTURE AND FOREST RESOURCES. Would the project:				
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	☐	☐	☐	☒

	New Significant Impact	More Severe Impacts	New Ability to Substantially Reduce Significant Impact	No Substantial Change from Previous Analysis
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 the 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?	☐	☐	☐	☒
3. AIR QUALITY. Would the project:				
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 that exceed quantitative thresholds for ozone precursors)?	☐	☐	☐	☒
d. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
e. Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒
4. BIOLOGICAL RESOURCES. Would the project:				
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 CDFG or USFWS?	☐	☐	☐	☒

	New Significant Impact	More Severe Impacts	New Ability to Substantially Reduce Significant Impact	No Substantial Change from Previous Analysis
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFG or USFWS?	☐	☐	☐	☒
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 (HCP), Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒
5. CULTURAL RESOURCES. Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource or an archeological 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?	☐	☐	☐	☒

	New Significant Impact	More Severe Impacts	New Ability to Substantially Reduce Significant Impact	No Substantial Change from Previous Analysis
d. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒
6. GEOLOGY AND SOILS. Would the project:				
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?	☐	☐	☐	☒
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 (1994), creating substantial risks to life or property?	☐	☐	☐	☒
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
7. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				

	New Significant Impact	More Severe Impacts	New Ability to Substantially Reduce Significant Impact	No Substantial Change from Previous Analysis
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?	☐	☐	☐	☒

	New Significant Impact	More Severe Impacts	New Ability to Substantially Reduce Significant Impact	No Substantial Change from Previous Analysis
8. HYDROLOGY AND WATER QUALITY. Would the project:				
a. Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☒
b. Substantially deplete groundwater supplies or interfere 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 that would result in flooding on-or off-site?	☐	☐	☐	☒
e. Create or contribute runoff water, which would exceed the capacity of existing or planned storm water 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 FIRM or other flood hazard delineation map?	☐	☐	☐	☒
h. 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	☐	☐	☐	☒

	New Significant Impact	More Severe Impacts	New Ability to Substantially Reduce Significant Impact	No Substantial Change from Previous Analysis
dam?				
i. Result in inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒
9. LAND USE AND PLANNING. Would the project:				
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?	☐	☐	☐	☒
10. MINERAL RESOURCES. Would the project:				
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?	☐	☐	☐	☒
11. NOISE. Would the project result in:				
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	☐	☐	☐	☒

	New Significant Impact	More Severe Impacts	New Ability to Substantially Reduce Significant Impact	No Substantial Change from Previous Analysis
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?	☐	☐	☐	☒
12. POPULATION AND HOUSING. Would the project:				
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?	☐	☐	☐	☒
13. 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:				
a. Fire protection, Police Protection, Schools, Parks,	☐	☐	☐	☒

	New Significant Impact	More Severe Impacts	New Ability to Substantially Reduce Significant Impact	No Substantial Change from Previous Analysis
Other Public Facilities?				
14. RECREATION. Would the project:				
a. 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. Require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	☒
15. TRANSPORTATION. Would the project:				
a. Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	☐	☐	☒
b. Exceed, either individually or cumulatively, a level of service standard 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. Result in inadequate parking capacity?	☐	☐	☐	☒
g. Conflict with adopted policies, plans or programs supporting alternative transportation (e.g. bus	☐	☐	☐	☒

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
turnouts, bicycle racks)?				
16. UTILITIES. Would the project:				
a. Exceed wastewater treatment requirements of the applicable RWQCB?	☐	☐	☐	☒
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 insufficient 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 insufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒
g. Not comply with federal, state, and local statutes and regulations related to solid waste.	☐	☐	☐	☒
17. Greenhouse Gas Emissions (Climate Change) Would the project:				
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	☐	☐	☐	☒

	New Significant Impact	More Severe Impacts	New Ability to Substantially Reduce Significant Impact	No Substantial Change from Previous Analysis
regulation adopted for the purpose of reducing the emissions of greenhouse gases?				
c. Be inconsistent with AB 32's GHG reduction goal by failing to reduce GHG emissions by at least 28 percent below an ARB 2020 No Action Taken ("NAT") scenario?	☐	☐	☐	☒

4.0 DISCUSSION OF ENVIRONMENTAL EVALUATION

4.1 AESTHETICS

Would the Project:

a) Have a substantial adverse effect on a scenic vista?

RSP Final EIR Finding: The Final EIR prepared for the Renaissance Specific Plan (hereafter, "*RSP Final EIR*"), found that implementation of the RSP would result in no substantial adverse effect on a scenic vista; therefore, impacts were considered less than significant and no mitigation was required (City of Rialto, 2010b, Table 1-1).

As stated in the *RSP Final EIR,* the Rialto General Plan did not identify or designate any potential or existing scenic routes in the RSP project area. For the purpose of analysis in the *RSP Final EIR*, views were generally considered to be scenic if they included an undisturbed natural area, a unique or unusual feature which comprises an important portion of a viewshed or offers a distant vista which provides relief from less attractive views of nearby features (such as views of mountain backdrops from urban areas). No scenic areas were identified. The *RSP Final EIR* concluded that although buildout of the RSP would convert predominantly urban vacant land to residential, commercial, and warehouse land uses, substantially changing the aesthetic nature of the property, much of the RSP area was in a blighted condition and not considered scenic in nature. Also, the *RSP Final EIR* found that buildout of the RSP would be consistent with surrounding development and have a less than significant impact on views of the San Gabriel and San Bernardino Mountains in the distance. (City of Rialto, 2010a, p. 4.1-1 and 4.1-2 and 4.1-11).

No Substantial Change from Previous Analysis: The Project site is located in Planning Area 10 of the RSP, which the *RSP Final EIR* analyzed for development with Freeway Commercial (FC) land uses, including retail/office uses serving the community and traveling public. The Project's proposed land use change to Business Center (BC) and proposal to construct three buildings with a collective total of 340,715 s.f. of floor space would not alter the conclusions of the *RSP Final EIR* related to impacts on scenic vistas. Although structures in the BC category are permitted to have a maximum height of 75 feet, whereas structures in the FC category are limited to a maximum height of 60 feet per *RSP* Table 3-5, the increased 15-foot height limitation, should buildings in Planning Area 10 ever be constructed to 75 feet, would not adversely affect scenic views. Further, the three proposed buildings would have maximum wall heights to the top pitch of the roofs of 50 feet (Building 1) and 48 feet (Buildings 2 and 3), which is 10 and 12 feet less, respectively, than the maximum building height analyzed for Planning Area 10 by the *RSP Final EIR*. The *RSP Final EIR* concluded that although new buildings in the RSP would block views from portions of the RSP to the mountains, the RSP would be consistent with the surrounding development and the overall views of the San Gabriel and San Bernardino Mountains. The proposed Project would have no greater potential to block mountain views than disclosed in the *RSP Final EIR.*

Therefore, development of the proposed Project would result in a less than significant impact to scenic vistas, which is the same conclusion reached by the *RSP Final EIR*. (City of Rialto, 2010a, p. 4.1-11).

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a state scenic highway?

RSP Final EIR Finding: The *RSP Final EIR* found that no designated scenic highways are located in the vicinity of the RSP project area (City of Rialto, 2010a, p. 4.1-2). Thus, the *RSP Final EIR* found that implementation of the RSP would not substantially damage scenic resources within a State scenic highway. Impacts were considered less than significant and no mitigation was required. (City of Rialto, 2010b, Table 1-1)

No Substantial Change from Previous Analysis: Consistent with the conditions that existed at the time the *RSP Final EIR* was certified, the Project site is vacant and undeveloped and does not contain scenic resources, such as trees, rock outcroppings, or historic buildings. There are no designated scenic highways in the RSP project area, which includes the Project site, therefore, there are no designated scenic highways located in the vicinity of the Project site. Consistent with the finding of the *RSP Final EIR*, implementation of the proposed Project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. Impacts would be less than significant and no mitigation is required.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

RSP Final EIR Finding: The *RSP Final EIR* found that implementation of the RSP would not substantially degrade the existing visual character or quality of the site and its surroundings; therefore, impacts were considered less than significant and no mitigation was required (City of Rialto, 2010b, Table 1-1). Buildout of the RSP would result in short-term construction aesthetic impacts because heavy equipment and machinery, grading of the land, and the construction of new homes and other buildings would be visible and construction dust may temporarily diminish the views of the area during grading and construction activities. However, the short-term visual impacts during construction activities were concluded by the *RSP Final EIR* to be temporary in nature and less than significant. Development of the RSP would convert predominantly urban land to residential, commercial, and warehouse uses, substantially changing the aesthetic nature of the RSP. However, the *RSP Final EIR* found that much of the RSP was in a blighted condition and not scenic in nature. Therefore, the *RSP Final EIR* found that development of the RSP would actually improve the visual landscape. (City of Rialto, 2010a, p. 4.1-11)

No Substantial Change from Previous Analysis: As analyzed in the *RSP Final EIR*, development of the RSP project area, which includes the Project site, would result in short-term construction impacts related to heavy grading and construction equipment and construction dust that may temporarily diminish views of the area. As identified in Table 2-7, *Construction Activity Schedule*, the proposed Project would be constructed in one phase over a span of approximately 9 months. Various pieces of machinery would be used during the Project's construction, as identified in Table 2-8, *Anticipated*

Construction Equipment to be Used; however, consistent with the conclusion drawn by the *RSP Final EIR*, the short-term visual impacts during construction activities would be temporary in nature and limited to the actual periods of construction of each phase and therefore would have a less-than-significant impact on the visual character and quality of the site.

Consistent with the conditions that existed at the time the *RSP Final EIR* was certified, under existing conditions, the Project site is vacant and undeveloped. In the long-term, views of the Project site would change from that of a vacant undeveloped site to that of a developed property containing one three warehouse buildings, and associated infrastructure as described in Section 2.0, *Project Description*. The proposed Project would be visually compatible with the existing warehouse uses that are located directly south of the Project site and the land uses envisioned by the RSP. In addition, in accordance with the RSP design guidelines, truck loading docks, as well as refuse/recycling collection or storage areas are required to be effectively screened from public view. As depicted on Figure 2-14, the proposed Building 1 dock doors would be located on the south side of the building and face an on-slope area and off-site existing warehouses. The dock doors associated with Buildings 2 and 3 are designed to be located on the west side of each building and are also interior to the Project site. As depicted on Figure 2-18, *Conceptual Landscaping Plan*, setbacks along street edges would be landscaped. The proposed Project would be required to incorporate the *RSP* development standards and design guidelines that define the overall architectural and aesthetic character of the RSP. The guidelines are subject to oversight by appropriate City authorities prior to Project development. (City of Rialto, 2010a, p. 4.1-12) Thus, consistent with the *RSP Final EIR*, the proposed Project would not substantially degrade the existing visual character or quality of the site and its surroundings. Impacts would be less than significant and no mitigation would be required.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

RSP Final EIR Finding: The *RSP Final EIR* found that implementation of the RSP would not create new sources of light or glare that may adversely affect day or nighttime views; therefore, impacts were considered less than significant and no mitigation was required (City of Rialto, 2010b, Table 1-1). The *RSP Final EIR* stated that although buildout of the RSP would introduce streetlights, and lights used for parking, security, parks including sports park facilities, and vehicles, most of these lights are not considered intense lighting that would cause impacts to nearby properties. Windows associated with the residences and other structures in the RSP project area and vehicles within the RSP project area would result in glare. However, these sources are not considered substantial sources of glare. Because the RSP is nearly surrounded by development that has similar light and glare sources, the *RSP Final EIR* found that the RSP would be consistent with surrounding light sources. Therefore, the *RSP Final EIR* found that the RSP would not create a significant impact related to light and glare. Thus, impacts were considered less than significant and no mitigation was required. (City of Rialto, 2010a, p. 4.1-11)

No Substantial Change from Previous Analysis: Under existing conditions and consistent with the conditions that existed at the time the *RSP Final EIR* was certified, the Project site is vacant and undeveloped and does not contain sources of artificial light. Existing off-site sources of light and glare

include lighting associated with SR-210 and street lighting associated with Palmetto Avenue, other nearby roads, and exterior lighting associated with the existing warehouse buildings to the south of the Project site and residences located to the west.

With implementation of the proposed Project, artificial lighting would be introduced on the Project site as part of the development of the three buildings, truck drive aisles, and associated parking. The light intensity would be no greater than assumed by the *RSP Final EIR*, and may be less intense because BC uses typically require less light than FC uses. With respect to daytime glare impacts that could result from reflective building materials, the proposed Project is required to be consistent with the design guidelines of the RSP which specify that lighting elements be shielded or downward facing to minimize glare, spillover, and light pollution (City of Rialto, 2010c, p. 4-7). The Project's exterior building surfaces would consist of concrete tilt-up panels and blue reflective glass. While window glazing has the potential to result in minor amounts of glare, such effects would be minimal because the glass proposed for the Project's three buildings is low-reflective and would not be mirrored. In addition, consistent with the conclusion drawn by the *RSP Final EIR*, the Project site is surrounded on the north, south, and east sides by existing and planned development that has similar sources of light and glare. Development of the Project as proposed would result in no new light or glare impacts than disclosed in the *RSF Final EIR*.

Mitigation: None required by the *RSP Final EIR* and none required for the proposed Project.

Conclusion: Impacts would be less than significant. Implementation of the proposed Project would not result in any new impacts or increase the severity of any previously identified significant impact associated with the environmental factor of aesthetics.

4.2 AGRICULTURE AND FOREST RESOURCES

Would the Project:

a) ***Convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance (Farmland) as shown on 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 the 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?***

RSP Final EIR Finding: The *RSP Final EIR* found the RSP project area contains 477.5 acres of Urban and Built-Up Land and 967.8 acres of Other Land as designated by the Farmland Mapping and Monitoring Program (FMMP). The *RSP Final EIR* found that there is no FMMP-designated Prime Farmland or Farmland of Statewide Importance within the RSP project area and approximately 85% of the RSP project area is composed of soils that are marginal for agricultural production. Additionally, no portion of the RSP project area is designated as Protected Resource Land, no portion of the RSP project area is under Williamson Act contract, no lands are designated or zoned for agriculture use, and no current agricultural uses exist in the RSP project area. (City of Rialto, 2010a, p. 4.2-7). As such the *RSP Final EIR* concluded that buildout of the RSP: a) would not convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance to nonagricultural use and thus would not result in a substantial loss of existing or potential agricultural productivity; b) would not conflict with existing zoning for agricultural use or Williamson Act contract, and c) would not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use. Thus, the *RSP Final EIR* found that impacts associated with developing the RSP area would be less than significant and no mitigation was required. (City of Rialto, 2010b, Table 1-1)

The *RSP Final EIR* was prepared prior to the revision of the CEQA Appendix G, Environmental Checklist Form that addressed forest resources as reflected in the current CEQA Thresholds above.

No Substantial Change from Previous Analysis: Under existing conditions and consistent with the conditions that existed at the time the *RSP Final EIR* was certified, the Project site is comprised of vacant and undeveloped land. According to maps pursuant to the Farmland Mapping and Monitoring Program (FMMP), the Project site contains lands classified as "Urban and Built Up Land" (State of California Department of Conservation, 2014). Accordingly, consistent with the *RSP Final EIR,* the Project site does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Also, consistent with the *RSP Final EIR,* the Project site is not designated as Protected Resource Land, is not under a Williamson Act contract, is not designated or zoned for agriculture use, and no current agricultural uses exist on the Project site.

Although the *RSP Final EIR* did not address the subject of forest resources in any of the thresholds, the *RSP Final EIR* contained enough information about the RSP's existing land use, vegetation types and zoning that with the exercise of reasonable diligence, information about the absence of forest resources was readily available to the public. No forest resources are located on the Project site and the proposed Project has no potential to cause the loss of forest land or convert forest land to a non-forest use.

Therefore, consistent with the *RSP Final EIR*, implementation of the proposed Project would result in less than significant impacts associated with the environmental factor of agriculture and forest resources.

Mitigation: None required by the *RSP Final EIR* and none required for the proposed Project.

Conclusion: Impacts would be less than significant. Implementation of the proposed Project would not result in any new impacts or increase the severity of any previously identified significant impact associated with the environmental factor of agricultural and forest resources.

4.3 AIR QUALITY

Would the Project:

a) Conflict with or obstruct implementation of the applicable air quality plan?

RSP Final EIR Finding: The *RSP Final EIR* determined that the RSP project would not comply with the South Coast Air Quality Management Plan (SCAQMD) 2007 Air Quality Management Plan (AQMP); therefore impacts were determined to be significant and unavoidable even after the implementation of MM AQ-1 through MM AQ-15 (City of Rialto, 2010b, Table 1-1) (City of Rialto, 2010a, p. 4.3-47) The analysis found that without mitigation, the RSP project's construction and operational emissions would exceed the following SCAQMD regional emission significance thresholds in one or more of the development years during the period 2009 to 2020 (City of Rialto, 2010a, Page 4.3-29).

- Construction: VOC, NO_X, CO, PM_{10}, and $PM_{2.5}$.
- Operations: VOC, NO_X, CO, PM10, and $PM_{2.5}$.
- Combined Construction and Operations: VOC, NO_X, CO, PM_{10}, and $PM_{2.5}$.

Therefore, the RSP project was determined not to meet the third indicator of consistency with the AQMP (Compliance with the SCAQMD Regional Thresholds). Accordingly, with respect to exceedance of regional and construction emissions and compliance with the 2003 AQMP and 2007 AQMP, the *RSP Final EIR* considered impacts to be significant. Although mitigation measures would reduce emissions, emissions would still be over the SCAQMD regional significance thresholds and the RSP project would not comply with the AQMP. Therefore, impacts were considered significant and unavoidable. (City of Rialto, 2010a, p. 4.3-29 tbhrough 4.3-30)

No Substantial Change from Previous Analysis: Urban Crossroads, Inc. prepared an air quality impact analysis (AQIA) for the proposed Project to evaluate the potential impacts to air quality associated with construction and operation of the proposed Project (Urban Crossroads, Inc., 2016a, p. 3). The Project's AQIA is included as *Technical Appendix A1* to this EIR Addendum.

A. Analysis

The Project site is located in the South Coast Air Basin (SCAB, or "Basin"), which is under the jurisdiction of the SCAQMD. The *Final 2012 AQMP* was adopted by the AQMD Governing Board on December 7, 2012 and is the current air quality plan with applicability to the Project site. The AQMP is updated every five years. Compared to the 2007 AQMP, the *2012 AQMP* incorporates updated scientific and technological information and planning assumptions, including the *2012 Regional Transportation Plan/Sustainable Communities Strategy* and updated emission inventory methodologies for various

source categories. (Urban Crossroads, Inc., 2016a, p. 51) It is noted that although the RSP project's consistency with the AQMP was determined using the 2003 AQMP and 2007 AQMP in the *RSP Final EIR*, the criteria used to determine consistency with the 2003, AQMP, the 2007 AQMP, and the 2012 AQMP are the same. Similar to the 2007 AQMP, the 2012 AQMP was based on assumptions provided by both CARB and SCAG using the most recent motor vehicle and demographics information. (Urban Crossroads, Inc., 2016a, pp. 51-52)

Criteria for determining consistency with the AQMP are defined in Chapter 12, Section 12.2 and Section 12.3 of the SCAQMD's CEQA Air Quality Handbook (1993). These indicators are discussed below:

- Consistency Criterion No. 1: The proposed Project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP. (Urban Crossroads, Inc., 2016a, p. 52)

The violations that Consistency Criterion No. 1 refers to are the CAAQS and NAAQS. CAAQS and NAAQS violations would occur if localized significance thresholds (LSTs) were exceeded (Urban Crossroads, Inc., 2016a, p. 52).

Construction Impacts

The proposed Project analysis demonstrates that Project construction-source emissions would not exceed the applicable SCAQMD LSTs for construction activity (refer to Threshold 4.3(b) below). Therefore, the Project would not have the potential to conflict with the AQMP according to this criterion. (Urban Crossroads, Inc., 2016a, p. 52)

Operational Impacts

The proposed Project analysis demonstrates that Project operational-source emissions would not exceed applicable LSTs (refer to Threshold 4.3 (b) below). Therefore, the proposed Project would not have the potential to conflict with the AQMP according to this criterion.

On the basis of the preceding discussion, the proposed Project is determined to be consistent with the first criterion.

- Consistency Criterion No. 2: The Project will not exceed the assumptions in the AQMP based on the years of Project build-out phase. (Urban Crossroads, Inc., 2016a, p. 52)

Overview

The *2012 AQMP* demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under federal law. Growth projections from local general plans adopted by cities in the SCAB are provided to the Southern California Association of Governments (SCAG), which develops regional growth forecasts, which are then used to develop future air quality forecasts for the AQMP. Development consistent with the growth projections in the City of Rialto General Plan is considered to be consistent with the AQMP. Therefore, consistent with the *RSP Final EIR*, the proposed

Project would assess consistency with the AQMP utilizing the SCAQMD regional thresholds. (Urban Crossroads, Inc., 2016a, p. 52)

Construction Impacts

The proposed Project would not exceed the applicable SCAQMD regional thresholds for any criteria pollutant (refer to Threshold 4.3 (b) below). However, the proposed Project is a part of the RSP project and the *RSP Final EIR* disclosed a potential to conflict with or obstruct implementation of the 2007 AQMP because emissions from buildout of the RSP were determined to exceed the SCAQMD regional significance thresholds and therefore, the RSP project was determined not to comply with the AQMP. Consistent with the findings of the *RSP Final EIR*, construction of the proposed Project would have a cumulatively considerable potential to conflict with the AQMP. (Urban Crossroads, Inc., 2016a, p. 53)

Operational Impacts

Operation of the proposed Project would exceed the applicable SCAQMD regional thresholds for emissions of NO_X (refer to Threshold 4.3 (b) below). Therefore, the Project has the potential to conflict with or obstruct implementation of the AQMP. This same impact would occur regardless of whether the land use of Planning Area 10 remains as Freeway Commercial (FC) or whether the RSP is amended as proposed to allow Business Center (BC) land uses in Planning Area 10, the area of the Project site. Consistent with the conclusion drawn by the *RSP Final EIR,* the proposed Project would produce air emissions that would contribute to the potential inability of the SCAQMD to meet the regional air quality goals of the AQMP. (Urban Crossroads, Inc., 2016a, p. 53) However, the proposed Project would produce fewer overall air emissions than were assumed for Planning Area 10 in the *RSP Final EIR,* due to the reduced number of vehicle trips that would be generated by the Project as compared to the number of trips the *RSP Final EIR* assumed for the existing FC designation of the Project site.

AQMP Consistency Conclusion

The proposed Project would not result in or cause NAAQS or CAAQS violations. Notwithstanding, consistent with the *RSP Final EIR*, the proposed Project has the potential to conflict with or obstruct implementation of the AQMP because RSP emissions were determined to exceed the SCAQMD regional significance thresholds and the RSP project was determined not to not comply with the AQMP. Therefore, the proposed Project is determined to have a significant impact with respect to AQMP consistency. (Urban Crossroads, Inc., 2016a, p. 53)

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)?

RSP Final EIR Finding (b): The *RSP Final EIR* included a localized significance analysis and a CO hot spot analysis, and impacts were determined to be less than significant and no mitigation was required. (City of Rialto, 2010a, p. 4.3-47) The RSP project's localized significance analysis demonstrated that even

without mitigation, the RSP project would not exceed the localized thresholds for CO, NO_2, PM_{10}, or $PM_{2.5}$. In addition, the CO hotspot analysis demonstrated that RSP project emissions of CO during operation, along with emissions from other foreseeable projects in the area, would not result in an exceedance of the most stringent ambient air quality standards for CO. (City of Rialto, 2010a, p. 4.3-30)

RSP Final EIR Finding (c): The regional significance analysis of construction and operational emissions associated with full buildout of the RSP, demonstrated that without mitigation, emissions of NO_X, VOC, PM_{10}, and $PM_{2.5}$ would be over SCAQMD regional significance thresholds. Therefore, without mitigation, the *RSP Final EIR* concluded that the RSP project would contribute to a cumulatively significant regional impact to the budget of pollutant ozone, PM_{10} and $PM_{2.5}$. (City of Rialto, 2010a, p. 4.3-32) After implementation of MM AQ-1 through AQ-15, impacts were determined to be significant and unavoidable (City of Rialto, 2010c).

No Substantial Change from Previous Analysis:

Analysis:

A. Regional Air Quality Improvement

Ozone, oxides of nitrogen (NO_X), volatile organic compounds (VOC), and carbon monoxide (CO) have been decreasing in the SCAB since 1975 and are projected to continue to decrease through 2020. Refer to the proposed AQIA (*Technical Appendix A1)* for a discussion of SCAB trends. (Urban Crossroads, Inc., 2016a, p. 22)

B. Existing Project Site Air Quality Conditions

The Project site is currently vacant. Existing air quality conditions at the Project site would generally reflect ambient monitored conditions as identified in Table 2-3 of the Project's AQIA (*Technical Appendix I1*). However, since the Project site is located adjacent to a major freeway (SR-210) and the nearest air monitoring station (Central San Bernardino Valley 1) is located within a primarily residential location, existing Project site air quality conditions may be slightly higher than the ambient monitored conditions identified in Table 2-3. (Urban Crossroads, Inc., 2016a, p. 29)

C. Standards of Significance

The SCAQMD has developed regional and localized significance thresholds for regulated pollutants, as summarized in Table 4-1, *Maximum Daily Emissions Thresholds.* The SCAQMD's CEQA Air Quality Significance Thresholds (March 2015) indicate that any projects in the SCAB with daily emissions that exceed any of the indicated thresholds should be considered as having an individually and cumulatively significant air quality impact. (Urban Crossroads, Inc., 2016a, p. 31) These are the same significance thresholds used by the *RSP Final EIR*.

Table 4-1 Maximum Daily Emissions Thresholds

Pollutant	Construction	Operations
Regional Thresholds		
NOx	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM10	150 lbs/day	150 lbs/day
PM2.5	55 lbs/day	55 lbs/day
Sox	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day
Localized Thresholds		
CO (1-Hour)	20.0 ppm	20.0 ppm
CO (8-Hour)	9.0 ppm	9.0 ppm
NO2	0.18 ppm	0.18 ppm
PM10	10.4 µg/m3	2.5 µg/m3
PM2.5	10.4 µg/m3	2.5 µg/m3

[A] Based on SCAQMD Air Quality Significance Thresholds, March 2015.
(Urban Crossroads, Inc., 2016a, Table 3-1)

D. Construction Emissions

Construction activities associated with the proposed Project would result in emissions of CO, VOCs, NO_X, sulfur oxides (SO_X), particulate matter 10 microns in diameter or less (PM_{10}) and particulate matter 2.5 microns in diameter or less ($PM_{2.5}$) Construction is expected to commence in March 2017 and last through January 2018 (Refer to Table 2-7, *Construction Activity Schedule*). Urban Crossroads utilized the CalEEMod model to calculate fugitive dust emissions resulting from the Project's construction phase of activity. (Urban Crossroads, Inc., 2016a, pp. 32-33)

Construction Emissions Summary

The Project's calculated maximum daily construction emissions are summarized in Table 4-2, *Maximum Daily Peak Construction Emissions Summary.* Project construction-source emissions would not exceed the numerical thresholds of significance established by the SCAQMD for any criteria pollutant. Thus, a less than significant impact would occur for Project-related construction-source emissions and no mitigation would be required. Regardless, *RSP Final EIR* mitigation measures would remain applicable to the proposed Project.

Table 4-2 Maximum Daily Peak Construction Emissions Summary

Year	Emissions (pounds per day)					
	VOC	NOx	CO	SOx	PM10	PM2.5
2017	67.11	81.34	101.15	0.17	14.29	8.68
2018	2.75	17.23	15.33	0.02	1.11	0.91
Maximum Daily Emissions	**67.11**	**81.34**	**101.15**	**0.17**	**14.29**	**8.68**
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

(Urban Crossroads, Inc., 2016a, Table 3-4)

E. Operational Emissions

Operational activities associated with the proposed Project would result in emissions of VOC, NO_X, CO, SO_X, PM_{10}, and $PM_{2.5}$ (Urban Crossroads, Inc., 2016a, p. 35)

Area Source Emissions

Area source emissions include emissions from architectural coatings, consumer products (e.g., detergents, cleaning compounds, polishes, personal care products, and lawn and garden products), and landscape maintenance equipment. (Urban Crossroads, Inc., 2016a, p. 35)

Energy Source Emissions

Energy source emissions include combustion emissions from the generation of electricity and natural gas (Urban Crossroads, Inc., 2016a, p. 36).

Mobile Source Emissions

Project-related operational air quality impacts derive predominantly from mobile sources. In this regard, approximately 95 percent (by weight) of all Project operational-source emissions would be generated by mobile sources (vehicles). Neither the Project Applicant nor the City has any regulatory control over these tail pipe emissions. Rather, vehicle tail pipe source emissions are regulated by (California Air Resources Board (CARB) and USEPA. (Urban Crossroads, Inc., 2016a, p. 36)

Project mobile source air quality impacts are dependent on both overall daily vehicle trip generation and the effect of the Project on peak hour traffic volumes and traffic operations in the vicinity of the Project site. The Project-related operational air quality impacts derive primarily from vehicle trips generated by the Project. (Urban Crossroads, Inc., 2016a, p. 36)

The trip generation rates used for the Project's AQIA (*Technical Appendix A1*) are based upon information collected by the Institute of Transportation Engineers (ITE) as provided in their Trip Generation manual, 9th Edition, 2012, for Warehousing (ITE Land Use Code 150). Total vehicle mix percentages were obtained based on guidance from the City of Rialto's Traffic Impact Analysis Report Guidelines and Requirements (December 2013) as identified in the Project's traffic impact analysis (TIA).

The City of Rialto identifies the vehicle mix for Warehousing land uses as follows: 60% passenger cars, 0.8% 2-axle trucks, 11.2% 3-axle trucks, and 28.0% 4+-axle trucks. For analytical purposes, 2-axle trucks are assumed to be Light-Heavy-Duty (LHD), 3-axle trucks are assumed to be Medium-Heavy-Duty (MHD), and 4+-axle trucks are assumed to be Heavy-Heavy-Duty (HHD). (Urban Crossroads, Inc., 2016a, p. 36)

Approach for Analysis of the Proposed Project

For passenger car trips, the CalEEMod default for a one-way trip length of 16.6 miles was assumed. For the purposes of analysis, two different truck trip lengths were used based on the intended purposes of the proposed larger and two smaller warehouse buildings. (Urban Crossroads, Inc., 2016a, p. 38)

The larger building (Building #1) is intended to operate as a distribution center. As stated in the *RSP Final EIR*, the trip length of 50 miles was utilized for distribution centers and was incorporated into the averages assumed in the modeling for the *RSP Final EIR*. As such, a trip length of 50 miles was utilized consistent with the *RSP Final EIR*. (Urban Crossroads, Inc., 2016a, p. 38)

Based on consultation with the Project Applicant, the two smaller buildings (Buildings #2 and #3) are intended to serve the needs of the local industrial community which includes over approximately ten million square feet of existing/planned industrial uses in a less than a three-mile radius from the Project site. (Urban Crossroads, Inc., 2016a, p. 38)

As such, for Buildings #2 and #3, an average trip length was derived from distances from the Project site to the nearby industrial communities as follows.

- Project site to the southeast edge of the Rialto industrial community: 2.70 miles;
- Project site to the northeast edge of the Rialto industrial community: 2.43 miles;
- Project site to the northwest edge of the Rialto industrial community: 2.25 miles;
- Project site to the Ontario industrial community: 12.80 miles;
- Project site to the Chino industrial community: 24.50 miles; (Urban Crossroads, Inc., 2016a, p. 38)

For the purposes of the Project's AQIA (*Technical Appendix I*), 50% of the trucks would serve the local Rialto industrial community, 25% would serve the nearby Ontario industrial community, and 25% would serve the emerging Chino industrial community (Urban Crossroads, Inc., 2016a, p. 38).

Assuming that 50% of all delivery trips would travel to and from the Project site and the far edges of the Rialto industrial community, 25% would travel southwest to the Ontario industrial community, and 25% would travel southwest to the Chino industrial community, the average truck trip length is calculated as 11 miles for Buildings #2 and #3. (Urban Crossroads, Inc., 2016a, p. 38)

On-Site Equipment Emissions

It is common for an warehouse project to require cargo handling equipment to move empty containers and empty chassis to and from the various pieces of cargo handling equipment that receive and distribute containers. The most common type of cargo handling equipment is the yard truck which is designed for moving cargo containers. For this Project, on-site modeled operational equipment includes

two (2) yard tractors operating at 4 hours a day for 365 days of the year (Urban Crossroads, Inc., 2016a, pp. 38-39)

As part of the Project's design, all on-site outdoor cargo handling equipment (CHE) (including yard trucks, hostlers, yard goats, pallet jacks, forklifts, and other on-site equipment) would be powered by non-diesel fueled engines and all on-site indoor forklifts shall be powered by electricity, compressed natural gas, or propane. (Urban Crossroads, Inc., 2016a, p. 39)

Operational Emissions Summary

Operational-source emissions are summarized in Table 4-3, *Summary of Operational Emissions –Summer Scenario,* and Table 4-4, *Summary of Operational Emissions – Winter Scenario.* As indicated, the proposed Project would exceed regional thresholds of significance established by the SCAQMD for emissions of NO_X. No feasible mitigation measures exist that would reduce these emissions to levels that are less-than-significant. Project operational-source NO_X emissions exceedances of applicable SCAQMD regional thresholds are therefore considered significant and unavoidable. However, the significant NO_X impact identified in the Project's AQIA (*Technical Appendix A1*) is not substantially greater (in fact the NO_X emissions are substantially less) than the total emissions that were identified in the *RSP Final EIR*. As such, the overall operational impacts of the proposed Project would be less than what was disclosed in the *RSP Final EIR* and no new impacts would occur. (Urban Crossroads, Inc., 2016a, p. 39)

Table 4-3 Summary of Operational Emissions –Summer Scenario

Operational Activities – Summer Scenario	Emissions (pounds per day)					
	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Area Source	10.75	7.70E-04	0.08	0.00	0.0003	0.0003
Energy Source	0.09	0.84	0.71	5.07E-03	0.06	0.06
Mobile (Trucks)	9.94	161.75	95.52	0.54	18.12	7.00
Mobile (Passenger Cars)	1.58	2.16	31.57	0.1	9.24	2.48
On-Site Equipment	0.34	4.52	1.62	0.00635	0.15	0.13
Total Maximum Daily Emissions	**22.70**	**169.27**	**129.50**	**0.65**	**27.57**	**9.67**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**NO**	**YES**	**NO**	**NO**	**NO**	**NO**

(Urban Crossroads, Inc., 2016a, Table 3-5 (1 of 2)

Table 4-4 Summary of Operational Emissions – Winter Scenario

Operational Activities – Winter Scenario	Emissions (pounds per day)					
	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Area Source	10.75	7.70E-04	0.08	0.00	0.0003	0.0003
Energy Source	0.09	0.84	0.71	5.07E-03	0.06	0.06
Mobile (Trucks)	10.16	168.43	103.67	0.54	18.12	7.01
Mobile (Passenger Cars)	1.45	2.29	26.34	0.09	9.25	2.48
On-Site Equipment	0.34	4.52	1.62	0.00635	0.15	0.13
Total Maximum Daily Emissions	**22.79**	**176.08**	**132.42**	**0.64**	**27.58**	**9.68**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**NO**	**YES**	**NO**	**NO**	**NO**	**NO**

(Urban Crossroads, Inc., 2016a, Table 3-5 (2 of 2)

Summary:

A. Construction Source Emissions

Regional Impacts

For regional emissions, the proposed Project would not exceed the numerical thresholds of significance established by the SCAQMD for any criteria pollutant. Thus, a less than significant impact would occur for Project-related construction-source emissions and no mitigation is required. As such, the overall construction impacts of the proposed Project would be less than what was disclosed in the *RSP Final EIR* and no new impacts would occur. (Urban Crossroads, Inc., 2016a, p. 1)

Localized Impacts

Emissions during construction activity would not exceed the SCAQMD's localized significance threshold for any criteria pollutant. Thus, a less than significant impact would occur and no mitigation is required. (Urban Crossroads, Inc., 2016a, p. 1)

B. Operational-Source Emissions

Regional Impacts

The significant NO_X impact identified in the Project's AQIA is not substantially greater (in fact the NO_X emissions are substantially less) than the total emissions that were identified in the *RSP Final EIR*. As such, the overall operational impacts of the proposed Project would be less than what was disclosed in the *RSP Final EIR* and no new impacts would occur. (Urban Crossroads, Inc., 2016a, pp. 1-2)

Localized Impacts

Project operational-source emissions would not result in or cause a significant localized air quality impact. The proposed Project would not result in a significant CO "hotspot" as a result of Project-related traffic during ongoing operations, nor would the Project result in a significant adverse health

impact, thus a less than significant impact to sensitive receptors during operational activity is expected. (Urban Crossroads, Inc., 2016a, p. 2)

C. Comparison to Analysis in the RSP Final EIR

This section summarizes the Project's emissions impacts as described in its AQIA (*Technical Appendix A1*) as compared to the emissions totals and impacts that were identified in the *RSP Final EIR* (Urban Crossroads, Inc., 2016a, p. 46).

Construction Emissions

Table 4-5, *Project Construction Emissions vs. RSP Final EIR Emissions*, shows a comparison of the proposed Project's regional construction-source emissions to that previously assumed and analyzed in the *RSP Final EIR*. As shown on Table 4-5, the proposed Project is calculated to generate significantly fewer emissions per day for emissions of VOCs NO_X, CO, PM_{10}, and $PM_{2.5}$, as compared to what was previously analyzed in the *RSP Final EIR*. Thus, the construction impacts of the proposed Project would be less than what was disclosed in the *RSP Final EIR* and no new significant impacts would occur. (Urban Crossroads, Inc., 2016a, p. 46)

Table 4-5 Project Construction Emissions vs. RSP Final EIR Emissions

Year	Emissions (pounds per day)					
	VOC	NOx	CO	SOx	PM10	PM2.5
2010 Approved Renaissance Specific Plan						
Maximum Daily Emissions	**603**	**657**	**1,006**	**2**	**470**	**118**
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	**YES**	**YES**	**YES**	**NO**	**YES**	**YES**
Proposed Project						
2017	67.11	81.34	101.15	0.17	14.29	8.68
2018	2.75	17.23	15.33	0.02	1.11	0.91
Maximum Daily Emissions	**67.11**	**81.34**	**101.15**	**0.17**	**14.29**	**8.68**
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**
Net Change	**-535.89**	**-575.66**	**-904.85**	**-1.83**	**-455.71**	**-109.32**
New Significant Impacts?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

(Urban Crossroads, Inc., 2016a, Table 3-9)

Operational Emissions

Table 4-6, *Project Build-Out Operational Emissions vs. RSP Final EIR*, shows a comparison of the proposed Project's regional operational-source emissions to that previously assumed and analyzed in the *RSP Final EIR*. As shown on Table 4-6, the proposed Project is anticipated to generate significantly fewer emissions per day for emissions of VOCs, NOx, CO, SO_X, PM_{10}, and $PM_{2.5}$ as compared to what was previously analyzed in the *RSP Final EIR*. Thus, the operational impacts of the proposed Project would

be less than what was disclosed in the RSP Final EIR and no new significant impacts would occur. (Urban Crossroads, Inc., 2016a, p. 48)

Table 4-6 Project Build-Out Operational Emissions vs. RSP Final EIR

Operational Activities- Peak Maximum Daily Emissions	Emissions (pounds per day)					
	VOC	NOx	CO	SOx	PM10	PM2.5
2010 Approved Renaissance Specific Plan						
Peak Operational Emissions	1,012	4,881	6,137	23	2,320	522
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**YES**	**YES**	**YES**	**NO**	**YES**	**YES**
Proposed Project						
Area Source	10.75	0.00	0.08	0	0.0003	0.0003
Energy Source	0.09	0.84	0.71	0.00507	0.06	0.06
Mobile (Trucks)	10.16	168.43	103.67	0.54	18.12	7.01
Mobile (Passenger Cars)	1.45	2.29	26.34	0.09	9.25	2.48
On-Site Equipment	0.34	4.52	1.62	0.00635	0.15	0.13
Total Maximum Daily Emissions	**22.79**	**176.08**	**132.42**	**0.64**	**27.58**	**9.68**
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	**NO**	**YES**	**NO**	**NO**	**NO**	**NO**
Net Change	**-989.21**	**-4,704.92**	**-6,004.58**	**-22.36**	**-2,292.42**	**-512.32**
New Significant Impacts?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

(Urban Crossroads, Inc., 2016a, Table 3-10)

d) Expose sensitive receptors to substantial pollutant concentrations?

RSP Final EIR Finding: The *RSP Final EIR* determined that impacts associated with air emissions affecting sensitive receptors would be less than significant after implementation of MM AQ-1 through MM AQ-15 (City of Rialto, 2010b, Table 1-1).

No Substantial Change from Previous Analysis:

A. Localized Significance – Construction Activity

Sensitive Receptors

Localized air quality impacts were evaluated at sensitive receptor land uses nearest the Project site. To assess the stationary source operational and construction air impacts, the following 4 sensitive receptor locations, were identified.

- R1: Located approximately 76 feet west of the Project site on Coronado Avenue, R1 represents the existing residential homes closest to the Project site.

- R2: Location R2 represents existing residential homes located roughly 94 feet west of the Project site on Kaiser Avenue.

- R3: Location R3 represents the existing residential homes situated southwest of the Project site at a distance of approximately 231 feet across Palmetto Avenue.

- R4: Location R4 represents the existing residential homes situated approximately 783 feet southwest of the Project site on Kaiser Avenue. (Urban Crossroads, Inc., 2016a, p. 42)

The nearest sensitive receptor is a residential community located approximately 76 feet (23.2 meters) west of the Project site. Notwithstanding, the LST Methodology explicitly states that "It is possible that a project may have receptors closer than 25 meters. Projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters." Therefore, a 25-meter distance is utilized as the nearest potentially affected sensitive receptor distance. (Urban Crossroads, Inc., 2016a, p. 42)

Localized Thresholds for Construction Activity

Table 4-7, *Localized Significance Summary – Grading Activity* summarizes the localized impacts at the nearest receptor location in the vicinity of the Project site for grading activity. Emissions during grading activity would not exceed the SCAQMD's localized significance thresholds for any criteria pollutants and no mitigation is required. (Urban Crossroads, Inc., 2016a, p. 45)

Table 4-7 Localized Significance Summary – Grading Activity

Grading	CO		NO_2	PM_{10}	$PM_{2.5}$
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours (Construction)	
Peak Day Localized Emissions	0.49	0.35	0.02	6.29	4.20
Background Concentration [A]	3.0	1.3	0.09		
Total Concentration	**3.49**	**1.65**	**0.11**	**6.29**	**4.20**
SCAQMD Localized Significance Threshold	20	9	0.18	10.4	10.4
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**

[A] Highest concentration from the last three years of available data
Note: PM_{10} and $PM_{2.5}$ concentrations are expressed in $\mu g/m^3$. All others are expressed in parts per million (ppm).
(Urban Crossroads, Inc., 2016a, Table 3-7)

B. Localized Significance – Long-Term Operational Activity

For operational activities, an area source encompassing the building square footage was modeled, approximately 340,715 square feet (Urban Crossroads, Inc., 2016a, p. 45).

Impacts Without Mitigation

As identified on Table 4-8, *Localized Significance Summary Operations*, operation emissions would not exceed the LST thresholds for the nearest sensitive receptor (Urban Crossroads, Inc., 2016a, p. 46).

Table 4-8 Localized Significance Summary Operations

Operation	CO		NO_2	PM_{10}	$PM_{2.5}$
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours (Construction)	
Peak Day Localized Emissions	0.03	0.02	0.001	0.03	0.02
Background Concentration [A]	3.0	1.3	0.09		
Total Concentration	**3.03**	**1.32**	**0.09**	**0.03**	**0.02**
SCAQMD Localized Significance Threshold	20	9	0.18	2.50	2.50
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**

[A] Highest concentration from the last three years of available data
Note: PM^{10} and $PM^{2.5}$ concentrations are expressed in $\mu g/m^3$. All others are expressed in ppm.
(Urban Crossroads, Inc., 2016a, Table 3-8)

C. CO "HotSpot" Impact Analysis

Project-operational-source emissions would not result in or cause a significant localized impact as discussed above in the LSTs section. The proposed Project would not result in a significant CO "hotspot" as a result of Project-related traffic during ongoing operations, nor would the proposed Project result in a significant adverse health impact. Thus, consistent with the *RSP Final EIR* finding, impacts to sensitive receptors during long-term operational activity would be less than significant. (Urban Crossroads, Inc., 2016a, p. 2)

D. Diesel Particulate Emissions Impact Analysis

The *RSP Final EIR* MM AQ-14 requires that a health risk assessment be prepared when a warehouse is proposed to be located within 1,000 feet of a nearby sensitive receptor in order to demonstrate that the Project-specific health risk impacts do not exceed the SCAQMD's health risk significance thresholds. The Project's Mobile Source Diesel Health Risk Assessment (HRA) (*Technical Appendix A2*) prepared by Urban Crossroads, satisfies the requirement of MM AQ-14. The Project's Mobile Source HRA also serves to meet the SCAQMD's typical request for preparation of an HRA for projects that generate/attract diesel-fueled trucks which emit diesel particulate matter (DPM). The Project's Mobile Source HRA was prepared in accordance with the H*ealth Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Emission for CEQA Air Quality Analysis*. (Urban Crossroads, Inc., 2016b, p. 4)

The Project's HRA (*Technical Appendix I2*) evaluated the potential mobile source health risk impacts to sensitive receptors (residents and schools) and adjacent workers associated with the development of the proposed Project, more specifically, health risk impacts as a result of exposure to diesel particulate matter (DPM) as a result of heavy-duty diesel trucks accessing the Project site. This section summarizes the findings of the report. The results of the health risk assessment of lifetime cancer risk from Project-generated DPM emissions are provided in Table 4-9,*Summary of Risk Attributable to the Proposed*

Project (2003 OEHHA Guidelines), the proposed Project would not cause a significant human health or cancer risk to adjacent residences, workers, or school children; therefore, the proposed Project would not create a new impact or more significant impact than disclosed in the *RSP Final EIR*. (Urban Crossroads, Inc., 2016b, Table ES-1 and pp. 1-2)

Table 4-9 Summary of Risk Attributable to the Proposed Project (2003 OEHHA Guidelines)

Time Period	Location	Maximum Lifetime Cancer Risk (Risk per Million)	Significance Threshold (Risk per Million)	Exceeds Significance Threshold
70 Year Exposure (2018 to 2087)	Maximum Exposed Sensitive Receptor	0.88	10	NO
40 Year Exposure (2018 to 2057)	Maximum Exposed Worker Receptor	0.72	10	NO
9 Year Exposure (2018 to 2026)	Maximum Exposed School Child	0.04	10	NO
Time Period	**Location**	**Maximum Hazard Index**	**Significance Threshold**	**Exceeds Significance Threshold**
70 Year Exposure (2018 to 2087)	Maximum Exposed Sensitive Receptor	0.0006	1.0	NO
40 Year Exposure (2018 to 2057)	Maximum Exposed Worker Receptor	0.002	1.0	NO
9 Year Exposure (2018 to 2026)	Maximum Exposed School Child	0.0002	1.0	NO

(Urban Crossroads, Inc., 2016b, Table ES-1)

e) Create objectionable odors affecting a substantial number of people?

RSP Final EIR Finding: The *RSP Final EIR* determined odor impacts during construction and operation of the RSP project to be less than significant and no mitigation was required. Land uses typically associated with odors include wastewater treatment facilities, waste-disposal facilities, or agricultural operations. The RSP project does not contain land uses typically associated with emitting objectionable odors. A review of aerial photography did not find any odorous emission sources in the RSP project area that could affect the sensitive receptors in the RSP project area. (City of Rialto, 2010a, p. 4.3-38)

No Substantial Change from Previous Analysis: Under existing conditions, the Project site is vacant and undeveloped and does not contain land uses that are typically associated with creating objectionable odors. The proposed Project could produce odors during construction activities resulting from construction equipment exhaust, application of asphalt, and/or the application of architectural coatings;

however, standard construction practices would minimize odor emissions and their associated impacts. Furthermore, any odors emitted during construction activities would be temporary, short-term, and intermittent in nature, and would cease upon completion of construction activities. In addition, construction activities on the Project site would be required to comply with SCAQMD Rule 402, which prohibits the discharge of odorous emissions that would create a public nuisance. Accordingly, consistent with the *RSP Final EIR* finding, during construction activities, the proposed Project would not create objectionable odors affecting a substantial number of people. Impacts would be less than significant and no mitigation is required.

Under long-term operational conditions, the Project would include Business Center (BC) land uses which are not typically associated with creating objectionable odors. The temporary storage of refuse associated with the Project's long-term operational use could be a potential source of odor; however, Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations, thereby precluding any significant odor impact. Furthermore, the proposed Project would be required to comply with SCAQMD Rule 402, which prohibits the discharge of odorous emissions that would create a public nuisance during long-term operation of the Project. Therefore, consistent with the *RSP Final EIR* finding, the proposed Project would not create objectionable odors affecting a substantial number of people.

Mitigation: *RSP Final EIR* MM-AQ-1 through MM AQ-14 are applicable to the proposed Project. The proposed Project complies with MM AQ-14 through its preparation of a Mobile Source Diesel Health Risk Assessment (HRA) (attached as *Technical Appendix A2* to this EIR Addendum). Because the Project does not propose a truck route, MM AQ-15 is not applicable to the proposed Project.

AQ-1. Prior to construction of the project, the project proponent shall prepare a Large Operation Notification that will describe the application of standard best management practices to control dust during construction. Best management practices will include application of water on disturbed soils a minimum of three times per day, covering haul vehicles, replanting disturbed areas as soon as practical, and restricting vehicle speeds on unpaved roads to 15 mph, and other dust control measures, as deemed appropriate to the site or as included in the South Coast Air Quality Management District (SCAQMD) Rule 403. The Large Operation Notification shall be submitted to the City and SCAQMD for approval prior to construction.

AQ-2. During project construction, construction equipment shall be properly maintained at an offsite location in accordance with manufacturer's specifications; maintenance shall include proper tuning and timing of engines. The equipment maintenance records and equipment design specification data sheets shall be available during construction and subject to inspection.

AQ-3. During project construction, the developer shall require all contractors to turn off all construction equipment when not in use or limit idling to less than 5 minutes.

AQ-4. Prior to construction of the project, the project proponent shall prepare a Traffic Control Plan and submit it to the City of Rialto. The Plan shall describe in detail safe detours around the

project construction site and congested streets. The Plan shall provide temporary traffic control (e.g., flag person) during construction-related truck hauling activities. The Plan is primarily intended as a safety measure but also can minimize traffic congestion and delays that increase idling and acceleration emissions. The Plan shall include the scheduling of construction truck trips during non- peak hours to reduce peak hour emissions. The Plan shall include the consolidation of truck deliveries, where feasible. The Plan shall also provide for dedicated turn lanes for movement of construction vehicles onsite and offsite. The Plan shall also provide for proper configuration of construction parking to minimize traffic interference. The Plan shall be prepared in accordance with U.S. Department of Transportation Federal Highways Administration Rule on Work Zone Safety 23CFR 630 Subpart J, Developing and Implementing Traffic Management Plans for Work Zones.

AQ-5. Contractors shall construct/build with materials that do not require painting and use pre-painted construction materials to the extent practicable; and use high-pressure-low-volume (HPLV) paint applicators with a minimum transfer efficiency of at least 50 percent or other application techniques with equivalent or higher transfer efficiency. All paints shall be low VOC content paints. For a list of low volatile organic compound (VOC) paints, see www.aqmd.gov/prdas/brochures/paintguide.html.

AQ-6. Prior to issuance of a grading permit, a Construction Employee Trip Reduction Plan shall be created. Included in the Plan shall include a shuttle service to and from retail establishments during lunch hour and/or an onsite lunch service. The Plan shall also include carpooling and/or transit incentives for the construction employees.

AQ-7. During project construction, onsite electrical hook ups shall be provided for electric construction tools including saws, drills and compressors, to eliminate the need for diesel powered electric generators.

AQ-8. Grading activity shall not occur on days with an Air Quality Index forecast for San Bernardino County greater than 100 for particulates or ozone. The categories where grading shall not occur are: unhealthy for sensitive groups, unhealthy, very unhealthy, or hazardous. Air Quality Index forecasts can be obtained at the website:
www.airnow.gov/index.cfm?action=airnow.showlocal&CityID=211.

AQ-9. All diesel-powered off-road construction equipment in excess of 50 brake horsepower shall be required to have emission control equipment with a minimum of Tier II diesel particulate filter emission controls resulting in a minimum of 50 percent particulate matter control, if such a filter is available for that piece of equipment. Off-road diesel emission control equipment meeting this requirement can be found at:
www.aqmd.gov/ceqa/handbook/mitigation/offroad/AQ_offroad.html.
If CARB adopts more stringent off-road construction equipment control technology for equipment in excess of 50 brake horsepower that is feasible to utilize during the construction of the Project it shall be used.

AQ-10. The following shall be included in the Specific Plan:

- Synchronize traffic lights on streets impacted by development;
- Light colored roofing materials shall be used on all exposed roofs;
- Preferential parking for carpool/vanpool vehicles at the non-residential uses;
- Secure weather-protected bicycle parking for employees at the non-residential uses;
- Connect bicycle lanes/paths to project-wide network;
- Provide showers and lockers for employees bicycling or walking to work at the non-residential uses where feasible;
- Short-term bicycle parking for retail customers and other non-commuting trips; and
- Construct transit facilities such as bus turnouts, benches, and shelters that encourage mass transit usage and provide safe pedestrian access from proposed project facilities to transit stops.

AQ-11. Within the warehouse and distribution center uses, warehouse managers and employees shall be trained on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks. All dock and delivery areas shall be posted with signs informing truck drivers of the California Air Resources Board regulations including the following:

a) Truck drivers shall turn off engines when not in use; and
b) All diesel delivery trucks servicing the project shall not idle for more than five (5) minutes per truck trip per day;
c) Make available telephone numbers of the building facilities manager and the California Air Resources Board (ARB) to report violations.

AQ-12. A minimum of ten percent of the loading docks for the warehouse/distribution center uses shall contain outdoor electrical hook-up sources for service equipment and trucks such as transportation refrigeration units. In addition, electrical hookups shall be provided at the loading docks located at refrigerated warehouses for transportation refrigeration units visiting these locations. All trucks with transportation refrigeration units are required to connect to the electrical hookups while loading or unloading deliveries to the proposed project. Trucks with transportation refrigeration units are prohibited from accessing refrigerated warehouses unless they have the capability to connect to the electrical hookups.

AQ-13. The following uses shall not be located within the distance specified from an existing or future sensitive receptor (residence, school, hospital, nursing home daycare center, park and playground): within 500 feet of the 210 Freeway; within 500 feet of the equipment within a dry cleaning facility utilizing Perchloroethylene, and within 300 feet of a fueling station facility (i.e. fuel pumps). These facilities may be located closer than the proscribed distances if a project-specific health risk assessment is performed that demonstrates that the project-specific health risk impacts do not exceed the SCAQMD's health risk significance thresholds.

AQ-14. The following uses shall not be located within 1000 feet of a nearby sensitive receptor (occupied portions of existing or future residences, schools, hospitals, nursing homes, daycare centers, parks and playgrounds): a warehouse, distribution center, or logistics center unless a project-specific health risk assessment is performed that demonstrates that the project-specific health risk impacts do not exceed the SCAQMD's health risk significance thresholds.

AQ-15. Truck routes within the Renaissance Specific Plan shall be clearly marked by signage. The design, location, and installation of truck route signage shall be to the satisfaction of the Public Works Director.

4.4 BIOLOGICAL RESOURCES

Would the Project:

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 CDFG (now CDFW) or USFWS?

RSP Final EIR Finding: The *RSP Final EIR* found that impacts candidate, sensitive, and special status species would be less than significant after the implementation of recommended mitigation measures (MM) MM B-1 through MM B-4. (City of Rialto, 2010b, Table 1-1) The *RSP Final EIR* found that buildout of the RSP would result in potentially significant impacts to the following special status wildlife species: Coastal California Gnatcatcher (CAGN), San Bernardino Kangaroo Rat (SBKR), Burrowing Owl (BUOW), and Nesting Birds protected under the Migratory Bird Treaty Act (MBTA) and the California Department of Fish and Wildlife (CDFW). Also, because the RSP project area contains areas that were assumed to contain bird nests, the *RSP Final EIR* found that there was a potential that active bird nests could be impacted during construction of the RSP (City of Rialto, 2010a, Table 1-1 and pp. 4.4-10 thorugh 4.4-12)

No Substantial Change from Previous Analysis: Ecological Sciences prepared a Habitat Suitability Evaluation for the proposed Project, dated December 2015 and included as *Technical Appendix B1* (Ecological Sciences, 2015). The Project site is generally characterized as a highly degraded site exposed to recent and long-standing anthropogenic (man-made) disturbances such as discing and mowing. The Project site is dominated by ruderal plant species but also supports buckwheat shrub. No special status plant species were detected during the field reconnaissance conducted by Ecological Sciences, and due to the lack of suitable habitat, none are expected to occur. (Ecological Sciences, 2015, pp. 1 and 13)

No special-status wildlife species were directly observed on the Project site; however, the California horned lark has a high occurrence potential to forage in the area (species does not breed in the area). However, this species was deemed by the United States Fish and Wildlife Service (USFWS) to be too widespread and common to warrant listing as threatened or endangered, and as such, was removed from formal sensitive species status. Impacts to isolated, non-native grassland or highly disturbed, remnant buckwheat scrub (non-sensitive habitat types in general) could amount to an incremental reduction of potential foraging habitat. Development of the Project site would not eliminate significant

amounts of habitat for this species, nor reduce population size below self-sustaining levels on a local or regional basis; therefore, impacts to California horned lark would be less than significant. (Ecological Sciences, 2015, p. 13) Regardless, because there is a potential for Project construction activities to occur during the breeding season of the California horned lark, *RSP Final EIR* MM B-4 is applicable to the proposed Project.

Although the Project site, which is located in Planning Area 10 (PA 10) of the RSP project area was not identified by the *RSP Final EIR* as a planning area that contains suitable habitat for BUOW, Ecological Sciences conducted a field reconnaissance survey of the Project site to confirm (City of Rialto, 2010a, p. 30). No direct observations of BUOW sign (feathers, pellets, fecal material, prey remains, etc.) were recorded during the reconnaissance-level survey conducted on the Project site by Ecological Sciences. However, several California ground squirrel burrows potentially suitable to accommodate BUOW were present. Based on the lack of owl observations and absence of BUOW signs around burrow entrances, Ecological Sciences concluded that none of the potential burrows inspected during the survey were determined to be occupied or recently used by BUOW.

Despite that fact that the Project site has been exposed to long-standing disturbances, BUOW (low-moderate occurrence potential) often occur in less than optimal and/or disturbed conditions. While this species is not protected by state or federal endangered species acts, burrowing owls (and other native avian species) are protected under the federal MBTA of 1918 (16 U.S.C. 703-711) and CDFG Code sections 3503, 3503.5, and 3800 which prohibits take, possession, or destruction of birds, their nests or eggs (in particular raptor species such as BUOW). Therefore, because there is a potential for BUOW to migrate onto the Project site prior to grading activities, the proposed Project has a potential to impact to the species. (Ecological Sciences, 2015, p. 13) Consistent with the conclusion of the *RSP Final EIR*, mitigation would be required to reduce the proposed Project's potential impacts to BUOW to less than significant. With implementation of *RSP Final EIR* MM B-3 the proposed Project's impact to BUOW would be less than significant, consistent with the finding of the *RSP Final EIR*.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFG or USFWS?

RSP Final EIR Finding: The *RSP Final EIR* concluded that impacts associated with buildout of the RSP would be less than significant and no mitigation was required (City of Rialto, 2010b, Table 1-1). No jurisdictional waters were identified in the RSP project area. No channels or other features that carry water, including blue line features or drainages with ordinary high water marks (OHWM) were observed during previous biological surveys of the RSP. In addition, no riparian habitat or areas of ponding exist in the RSP project area. Because no jurisdictional areas occur within the RSA project area, no impacts would occur to wetlands or riparian areas as a result of implementation of the RSP. (City of Rialto, 2010a, p. 4.4-10 and 4.4-12) No sensitive status plant communities were identified within the RSP project area. Therefore, no impacts to sensitive plant communities would occur as a result of implementation of the RSP. One sensitive plant species, mesa horkelia, has a moderate potential to occur on the RSP project area; however, it was not found during previous surveys. This species is listed as a 1B.1 plant by the California Native Plant Society (CNPS). Focuses surveys for this designation of

species are usually not required as part of CEQA and the species does not have any direct legal protection under CEQA unless significant and unique populations of species of concern are present on the site. Because substantial or unique populations of mesa horkelia were not identified on the RSP project area, impacts to sensitive plant species was concluded to be less than significant. (City of Rialto, 2010a, p. 4.4-10 thorugh 4.4-11)

No Substantial Change from Previous Analysis: The same extent of physical disturbance would occur on the Project site as was analyzed by the *RSP Final EIR*, which encompasses the entire Project site. Ecological Sciences' field survey of the Project site concluded that no riparian habitat or other sensitive habitat types are present on the Project site, which is consistent with the conditions that existed at the time the *RSP Final EIR* was certified. The Project site is generally characterized as a highly degraded site exposed to recent and long-standing anthropogenic (man-made) disturbances that contains ruderal plant species and disturbed remnants of native habitat (buckwheat shrub.) Special-status habitats known for the immediate vicinity of the Project site include Riversidean sage scrub. There are no sensitive habitat types present on the Project site. Long-standing weed abatement/fire break discing and other anthropogenic disturbances have altered the soil chemistry and other substrate characteristics such that on-site soils may not be currently capable of supporting the sensitive plant species known to occur on other properties in the Project site's vicinity. (Ecological Sciences, 2015, p. 12 through 13 and Tables 1 and 2). Therefore, consistent with the *RSP Final EIR*, implementation of the proposed Project would result in less-than-significant impacts associated with riparian habitat or other sensitive natural communities.

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?

RSP Final EIR Finding: The *RSP Final EIR* found that the RSP would not have a substantial adverse effect on federally protected wetlands. Impacts were considered less than significant and no mitigation was required. No jurisdictional waters were identified on the RSP project area. No channels or other features that carry water, including blue line features or drainages with OHWM were observed during previous biological surveys of the RSP project area. In addition, no riparian habitat or areas of ponding exist on the RSP project area. Because no jurisdictional areas occur on the RSA project area, no impacts would occur to wetlands or riparian areas as a result of implementation of the RSP. (City of Rialto, 2010b, Table 1-1) (City of Rialto, 2010a, pp. 4.4-10 and 4.4-12)

No Substantial Change from Previous Analysis: Consistent with the conditions that existed at the time the *RSP Final EIR* was certified and based on the field investigation conducted by Ecological Sciences in 2015, United States Army Corp of Engineers (USACE) "waters of the United States" per section 401-404 of the Federal Clean Water Act and "streambeds" per Section 1600-1603 of the CDFW Code were not observed on the Project site (Ecological Sciences, 2015, p. 12). Therefore, consistent with the findings of the *RSP Final EIR*, because there are no wetlands on the Project site, impacts to federally protected wetlands would not occur and no mitigation is required.

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 wildlife nursery sites?

RSP Final EIR Finding: The *RSP Final* EIR found that implementation of the RSP would not have a substantial adverse effect on wildlife movement. Impacts were considered less than significant and no mitigation was required. The RSP project area is not a known wildlife corridor and also abuts urbanized areas on all sides. Because the RSP project area is not connected to a likely species habitat, has not been documented as an important wildlife corridor, and is disturbed in most areas, it is not considered a part of a highly functioning regional wildlife corridor. Therefore, the *RSP Final EIR* concluded that implementation of the RSP would have a less than significant impact on the regional movement of wildlife. (City of Rialto, 2010b, Table 1-1) (City of Rialto, 2010a, p. 4.4-12)

No Substantial Change from Previous Analysis: Consistent with conditions throughout the RSP project area, the Project site is surrounded by existing development and disturbed areas and therefore does not occupy an important location relative to wildlife movement. As such, consistent with the findings of the *RSP Final EIR*, implementation of the proposed Project would not have a substantial effect on local or regional wildlife. The Project would disturb RSP PA 10, which was evaluated for full disturbance as part of the *RSP Final EIR*. Consistent with the finding of the *RSP Final EIR*, impacts would be less than significant and no mitigation is required.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

RSP Final EIR Finding: The *RSP Final EIR* found that implementation of the RSP would not conflict with local policies or ordinances related to the protection of biological resources. Impacts were considered less than significant and no mitigation was required. (City of Rialto, 2010b, Table 1-1).

No Substantial Change from Previous Analysis: Consistent with the findings of the *RSP Final EIR*, the proposed Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. The Project would disturb RSP PA 10, which was evaluated for full disturbance as part of the RSP Final EIR. Consistent with the *RSP Final EIR*, impacts would be less than significant and no mitigation is required.

f) Conflict with the provisions of an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

RSP Final EIR Finding: The *RSP Final EIR* found that the RSP would not conflict with the provisions of an adopted regional, state, or local HCP. Impacts were considered less than significant and no mitigation was required. The RSP project area is not located within a habitat conservation plan or natural

community's conservation plan. Therefore, the *RSP Final EIR* concluded that the RSP would not conflict with any such plans. (City of Rialto, 2010b, Table 1-1) (City of Rialto, 2010a p. 4.9-18)

No Substantial Change from Previous Analysis: Like the entirety of the RSP area, the Project site is not located within an adopted HCP, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, consistent with the *RSP Final EIR*, the proposed Project would not conflict with the provisions of an adopted HCP, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. The Project would disturb RSP PA 10, which was evaluated for full disturbance as part of the *RSP Final EIR*. Consistent with the *RSP Final EIR*, impacts would be less than significant and no mitigation is required.

Mitigation:

The *RSP Final EIR* includes MM B-1 and MM B-2 to reduce potential impacts to CAGN and SBKR. As discussed above and analyzed in the site-specific Habitat Evaluation Study (*Technical Appendix B1*), no CAGN or SBKR species were observed on the Project site during field surveys conducted in 2015 and no suitable habitat for these species occurs on the Project site. Therefore, it was determined by Ecological Sciences that these species are not expected to occur on the Project site. Accordingly, *RSP Final EIR* MM B-1 and MM B-2 are not applicable to the proposed Project.

Because there is a potential for BUOW to migrate onto the Project site prior to grading activities, and because there is a potential for migratory birds to nest on the Project site, *RSP Final EIR* MM B-3 and MM B-4 are applicable to the proposed Project. Although the Project site, which is in PA 10, is not listed in MM B-3 as a Planning Area that contains suitable habitat, because the Project's Habitat Suitability Evaluation (*Technical Appendix B1*) determined that the Project site may contain suitable habitat for BUOW and there is a potential for BUOW to migrate onto the Project site, out of an abundance of caution, the City will apply MM B-3 to the proposed Project, even though PA 10 was not listed in the measure by the *RSP Final EIR*.

B-3: Portions of the project site have been determined to contain suitable habitat for BUOW, as illustrated in Exhibit 4.4-2c [of the DEIR] (PAs 2, 22c, 23, 28, 32, 33, 35- 57, 60a, 60b, 60c, 64, 69, 70 as appropriate). Prior to development of these areas, focused surveys must be undertaken to determine the presence/absence of this species. Surveys shall follow protocols established by the CDFG. If the ground disturbance commences after the expiration of the most recent BUOW focused survey, a pre-construction survey for BUOW will be required 30 days before the start of grading activities to confirm the absence of BUOW from the site. If the survey determines the BUOW to be present, protective measures shall be required to ensure compliance with the Migratory Bird Treaty Act and other applicable CDFG Code requirements and include, but are not limited to the following:

- *Occupied BUOW shall not be disturbed during nesting season (February 1-August 31) unless a qualified biologist verifies through non-invasive methods that either 1) the birds have not begun egg-laying or incubation or2) that*

juveniles from the occupied burrows are foraging independently and are capable of an independent survival flight

- *All relocation shall be approved by the CDFG. The permitted biologist shall monitor relocated owls a minimum of three days per week of a minimum of three weeks. A report summarizing the results of the relocation and monitoring shall be submitted to the CDFG within 30 days following completion of the relocation and monitoring of the BUOW.*

- *BUOW Mitigation Monitoring Plan prepared by a qualified biologist shall be submitted to the CDFG for review and approval prior to relocation of owls. The BUOW Mitigation Monitoring Plan shall describe proposed relocation and monitoring plans. The plan shall include the number and location(s) of occupied BOUW sites and details on adjacent or nearby suitable habitat available to owls for relocation. If no suitable habitat is available nearby for relocation, details regarding the creation of artificial burrows (numbers, locations, and type of burrows) shall be included in the plan. The plan shall also describe specific procedures to compensate for impacts to BUOW/occupied burrows. Such procedures may include, but are not limited to, the purchase/conservation of offsite suitable habitat that is known to support BUOW at a minimum 1:1 ratio depending on the quality of habitat removed compared to the quality of habitat provided. Specific ratios will be determined in consultation with CDFG. Prior to the issuance of occupancy permits, the developer shall provide copies of applicable species mitigation agreements/permits to the City.*

- *If BUOW must be moved away from the disturbance area, passive relocation techniques shall be used. One or more weeks will be necessary to accomplish this relocation and allow the owls to acclimate to alternative burrows. Owls must be relocated by a qualified biologist from any occupied burrows that will be impacted by project activities. Suitable habitat is undeveloped land that can meet the BUOW's life cycle requirements (for both foraging and breeding) and is not intended for development. Suitable habitat must be adjacent or near the disturbance site or artificial burrows will need to be provided nearby. Once the biologist has confirmed that the BUOWs have left the burrow, burrows should be excavated using hand tools and refilled to prevent reoccupation.*

<u>Nesting Birds</u>

B-4: Due to the size of the [project site], the complexity of the habitat, and the secretive nesting grassland bird species that may be present (including the California horned lark and western meadowlark), the initial clearing and grubbing of the site should occur outside of the nesting season (March through August). If ground disturbing activities and removal of vegetation or other potential nesting habitat must occur during the

nesting period, a pre-construction nesting bird survey shall be conducted prior to any ground disturbing activities. If birds are found to be nesting inside or within 250 feet (500 feet for raptors) of the impact area, construction will need to be postponed, at the discretion of a qualified biologist, until it is determined that the nests are no longer active.

Conclusion: Impacts would be less than significant. Implementation of the proposed Project would not result in any new impacts or increase the severity of any previously identified significant impact associated with the environmental factor of biological resources.

4.5 CULTURAL RESOURCES

Would the Project:

a) Cause a substantial adverse change in the significance of a historical resource or an archeological resource as defined in § 15064.5?

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

RSP Final EIR Finding: After the implementation of MM CR-1 through CR-4, the *RSP Final EIR* found that the implementation of the RSP would have a less-than-significant impact to historical and archaeological resources (City of Rialto, 2010b, Table 1-1).

A records search conducted for the *RSP Final EIR* identified that the majority of the RSP project area had been previously surveyed. The records search revealed that that were no prehistoric cultural resources and 29 cultural resources within the search radius of the RSP project area. (City of Rialto, 2010a, p. 4.5-4 thorugh 4.5-5 and Table 4.5-1) A pedestrian survey conducted in support of the *RSP Final EIR* identified 26 new historic-archaeological cultural resources and 55 buildings more than 45 years old. The list of newly discovered cultural resources, the residential structures more than 45 years old, and structure complexes more than 45 years old found is identified in *RSP Final EIR* Table 4.5-2. The majority of the previously undocumented resources were historic refuse scatters accompanied by possible structure remains. The remaining sites consisted of concrete pads or concrete foundation debris without an observable historic refuse scatter. Most of the sites were detected in recently vacant lots located along Baseline Road. As discussed in Section 2.0, *Project Description*, the Project site is located in PA 10 of the RSP. As identified in *RSP Final EIR* Table 4.5-2, one previously recorded site, identified as KSAK-026, Historic pad, was recorded in Planning Area 10 of the RSP (City of Rialto, 2010b, Table 1-1). (City of Rialto, 2010a, pp. 4.5.7 through 4.5-8 and Table 4.5-2)

Given that the Phase I Cultural Resources Assessment was prepared to support a Program-level EIR, Mitigation Measure CR-1 was included which requires subsequent evaluation of sites that would be impacted as part of site-specific design plans for Planning Areas that contain resources. Also, the *RSP Final EIR* determined that RSP construction activities in the southern portion of the RSP area may inadvertently impact significant cultural resources and therefore all construction-related impacts of soil

in the southern portion of the RSP must be monitored to avoid damage to potentially significant resources. (City of Rialto, 2010a, p. 4.5-12)

No Substantial Change from Previous Analysis: Under existing conditions and consistent with the conditions that existed at the time the *RSP Final EIR* was certified, the Project site is comprised of vacant and undeveloped land. Brian F. Smith and Associates (hereafter, "BFSA") prepared a Phase I Cultural Resource Survey of the Project site, dated June 20, 2016. The technical report is attached as *Technical Appendix C1* (BFSA, 2016a).

To confirm the results of the archaeological investigations conducted for the *RSP Final EIR* as they pertain to the Project site, BFSA conducted an updated archaeological investigation and review of archaeological records of the Project site. Previous studies that have included the Project site were conducted in 1992, 2006, and 2010. Although no cultural resources were formally recorded with the South Central Coastal Information Center (SCCIC) at California State University (CSU), Fullerton, as a result of the studies, a historic concrete pad was observed within the northeast portion of the property during the 2006 survey. The concrete pad was documented as KSAK-026 and is referenced in both the 2006 and 2010 studies. (BFSA, 2016a, p. 1.0-1)

The current archaeological survey of the Project area was conducted by BFSA on May 4, 2016. Previous disturbance of the Project site included the establishment of dirt roads, the construction and subsequent removal of the concrete pad previously noted in past studies as KSAK-206, and agricultural use. While modern trash and concrete rubble were observed on the western portion of the Project site, BFSA did not observe any intact concrete within the boundaries of the Project site. In addition, BFSA did not identify any prehistoric or historic cultural resources on the Project site. (BFSA, 2016a, p. 1.0-1)

The Project's archaeological assessment of the Project site was negative for the presence of cultural resources. In addition, the records search listed several previously recorded historic resources within a one-mile radius of the Project site and one historic concrete pad (KSAK-026) was documented, but not formally recorded, within the Project boundaries. However, a review of historic imagery from 1938 to the present indicates that no historic structures or water conveyance/distribution systems have existed since that time. In addition, the concrete pad that was documented on the property in 2006/2010 has since been removed or destroyed. (BFSA, 2016a, p. 1.0-1 and 6.0-1) Therefore, based on the results of BFSA's record search and field survey, no prehistoric or historic sites are currently present within the boundaries of Planning Area 10, which envelops the Project site. (BFSA, 2016a, pp. 1.0-1 and 1.0-2)

State planning law requires cities and counties to consult with California Native American tribes during the local planning process for the purpose of protecting Traditional Tribal Cultural Places. Because the Project proposes a Specific Plan Amendment, the City of Rialto was required by Senate Bill 18 (Chapter 905, Statutes of 2004) to consult with Native American Tribes. In accordance with Senate Bill 18 (SB 18, the City of Rialto sent notices to Native American tribes that were identified in a contact list provided by the Native American Heritage Commission (NAHC) pursuant to Government Code Sections 65092, 635352, and 65352.3. The tribes that received notices have 90 days from receipt of notification to request consultation on the proposed Project pursuant to Section 65352.3. At the time this EIR

Addendum was prepared, the City had received one response to their SB 18 Letter. The Gabrieleno Band of Mission Indians-Kizh Nation suggested that one of their certified Native American monitors be present on the Project site during ground disturbance activities to identify any potential cultural resources which may be uncovered. The Project Applicant has complied with *RSP Final EIR* MM CR-1 by retaining a credentialed, professional archaeologist to prepare a site-specific archaeology report for the Project site (refer to *Technical Appendix C1* to this EIR Addendum) (BFSA, 2016a), which has been reviewed and accepted by the City of Rialto. The report determined that the site has no reasonable potential to contain subsurface archaeological resources. As such, additional mitigation is not required.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

RSP Final EIR Finding: After the implementation of MM CR-5, the *RSP Final EIR* found that development in the RSP project area would have a less than significant impact on paleontological resources (City of Rialto, 2010b, Table 1-1).

The paleontological review of the RSP found that the RSP project area is located primarily upon Quaternary younger fan deposits of Holocene or historically recent age. This Holocene alluvium has a low potential for significant fossil deposits and is thereby assigned low paleontological sensitivity. However, these Holocene sediments may overlie earlier deposits that are also present in portions of the RSP project area near the eastern boundary. These deposits were mapped alternatively as either middle to later Pleistocene fan deposits or middle to later Pleistocene eolian dune sands. The most recent assessment interpreted these sediments as eolian in nature and assigned the deposits an undetermined paleontological sensitivity. Therefore, impacts of the RSP on paleontological resources was considered potentially significant. However, after implementation of MM CR-5, impacts were reduced to less than significant. (City of Rialto, 2010a, pp. 4.5-12 and 4.5-13)

No Substantial Change from Previous Analysis: Under existing conditions and consistent with the conditions that existed at the time the *RSP Final EIR* was certified, the Project site is comprised of vacant and undeveloped land and contains no known paleontological resources. To confirm the results of the paleontological findings reported in the *RSP Final EIR* as they pertain to the Project site, a Paleontological Resource and Monitoring Assessment, dated June 13, 2016, was prepared for the Project site by BFSA. Refer to *Technical Appendix C2* (BFSA, 2016a) (BFSA, 2016b).

The Project site is located on the outer part of the Lytle Creek alluvial fan, which emanates from the San Gabriel Mountains 3.5 miles to the north as a result of uplift and dissection of the eastern San Gabriel Mountains. The main source of the alluvial fan sediments is from the Lytle Creek drainage. The Project site is entirely overlain by late Quaternary (late Holocene, or "modern") very young alluvial fan sediments. The stratigraphically upper parts of the Holocene fan sequence are essentially "modern" and considerably less than 10,000 years old. Late Quaternary (late Holocene, or "modern") alluvium and alluvial fan deposits are generally considered to be geologically too young to contain significant nonrenewable paleontological resources (i.e., fossils) and are therefore typically assigned a low paleontological sensitivity. (BFSA, 2016b, pp. 1-2)

A paleontological collections and records search conducted by BFSA did not identify any previously recorded fossil localities from within the boundaries of the Project site or from within many miles of the Project site in the Holocene alluvial fan sediments. The closest Natural History Museum of Los Angeles (LACM) vertebrate fossil locality is located approximately 12 miles to the southwest of the Project site in Jurupa Valley. The LACM notes that "shallow excavations in the younger Quaternary alluvium exposed throughout the Project area are unlikely to encounter significant vertebrate fossils." However, deeper excavations could possibly yield vertebrate fossil remains, and would need to be monitored if any "substantial and deep excavations" were to result during construction of the proposed project. (BFSA, 2016b, p. 2)

Because of the presence of very young Quaternary (i.e., late Holocene) alluvial and alluvial fan deposits across the Project site, the low paleontological resource sensitivity typically assigned to these geologically young surficial deposits, and the lack of any known fossil specimens from this unit within many miles of the Project site, the potential for the proposed Project to impact paleontological resources would be less than significant and mitigation would not be required. In addition, because the proposed buildings would be slab-on-grade construction and there would not be any underground or basement excavations and cuts and fills would only be necessary to achieve the proposed site grades (in addition to a probable recommended three (3) feet of over-excavation into the existing native soils) BFSA does not anticipate that older Pleistocene sediments would be encountered on the Project site.

d) Disturb any human remains, including those interred outside of formal cemeteries?

RSP Final EIR Finding: The *RSP Final EIR* found that the RSP would not damage or destroy previously undiscovered burial sites. Impacts were considered less than significant and mitigation was not required. (City of Rialto, 2010b, Table 1-1)

The RSP project area is not located within a known or suspected cemetery and there are no known human remains within the RSP project area. In addition, State law relating to the discovery of human remains would provide guidance should remains be discovered. Therefore, the potential of the RSP to impact human remains was considered to be less than significant and no mitigation was required. Should human remains be discovered, requirements in Health and Safety Codes 7050.S-7055 are required to be followed. (City of Rialto, 2010a, p. 4.5-13)

No Substantial Change from Previous Analysis: The Project site is not located within a known or suspected cemetery and there are no known human remains on the Project site. If human remains are unearthed during Project construction, the construction contractor would be required by law to comply with California Health and Safety Code, § 7050.5. Pursuant to § 7050.5(b) and (c), if human remains are discovered, the County Coroner must be contacted and if the Coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, the Coroner is required to contact the NAHC by telephone within 24 hours. Pursuant to California Public Resources Code § 5097.98, whenever the NAHC receives notification of a discovery of Native American human remains from a county coroner, the NAHC is required to immediately notify those persons it

believes to be most likely descended from the deceased Native American. The descendants may, with the permission of the owner of the land, or his or her authorized representative, inspect the site of the discovery of the Native American human remains and may recommend to the owner or the person responsible for the excavation work, means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. The descendants shall complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. According to Public Resources Code § 5097.94(k), the NAHC is authorized to mediate disputes arising between landowners and known descendants relating to the treatment and disposition of Native American human burials, skeletal remains, and items associated with Native American burials. With mandatory compliance to California Health and Safety Code § 7050.5 and Public Resources Code § 5097.98, any potential impacts to human remains, including human remains of Native American descent, would be less than significant. Consistent with the *RSP Final EIR*, with mandatory compliance to California Health and Safety Code § 7050.5 and Public Resources Code § 5097.98, any potential impacts to human remains, including human remains of Native American descent, would be less than significant and no mitigation is required.

Mitigation:

Through the preparation of the site-specific Phase I Cultural Resources Survey (*Technical Appendix C1*), the proposed Project implements *RSP Final EIR* MM CR-1 below. As discussed under Threshold (a), the Project's archaeological assessment of the Project site was negative for the presence of cultural resources. In addition, the records search listed several previously recorded historic resources within a one-mile radius of the Project site and one historic concrete pad (KSAK-026) was documented, but not formally recorded, within the Project boundaries. However, a review of historic imagery from 1938 to the present indicates that no historic structures or water conveyance/distribution systems have existed since that time. In addition, the concrete pad that was documented on the property in 2006/2010 has since been removed or destroyed. (BFSA, 2016a, p. 1.0-1 and 6.0-1)

CR-1: When site specific design plans are submitted for approval within the Renaissance Specific Plan and associated project-level CEQA documentation prepared, a finding of significance must be established for all cultural resources located within the proposed Planning Area based upon the inventory of cultural resources provided in the Phase I Cultural Resources Assessment (MBA 2006e). As shown in Table 4.5-2 [of this Section], 25 Planning Areas exhibit one or more cultural resources. Prior to City approval of plans for development, significance evaluations of the resource(s) located in the specific Planning Area(s) must be conducted by a qualified professional. Recordation of identified cultural resources onto DPR523 form sets shall be undertaken during the significance evaluation(s), if such recordation have not yet occurred, as established under rules and regulations regarding such matters in effect at the time of the evaluation. This measure shall be implemented to the satisfaction of the City Development Services Director.

The site-specific Phase I Cultural Resources Survey (*Technical Appendix C1*) determined that based upon the results of the field survey and records search, no prehistoric or historic sites are currently present on

or within the boundaries of the Project site. Based on the records search and archaeological search of the Project site, BFSA determined that mitigation measures would not be required and monitoring of grading would not be recommended. (BFSA, 2016b, p. 1.0-1)

The site-specific Paleontological Resource and Monitoring Assessment (*Technical Appendix C2*) determined that because of the presence of very young Quaternary (i.e., late Holocene) alluvial and alluvial fan deposits across the Project site, the low paleontological resource sensitivity typically assigned to these geologically young surficial deposits, and the lack of any known fossil specimens from this unit within many miles of the Project site, the potential for the proposed Project to impact paleontological resources would be less than significant and mitigation would not be required. Although the Project site is not located within a portion of the RSP project area between Linden Avenue and the eastern boundary of the RSP, and is therefore not required to implement MM CR-5, through the preparation of the Project site's Paleontological Resource and Monitoring Assessment (*Technical Appendix C2*), the proposed Project implemented *RSP Final EIR* MM CR-5 below. The Project site was determined to have a low probability for discovery of paleontological resources, and monitoring during grading is not required. With implementation of CR-5, impacts would be reduced to less than significant, consistent with the finding of the *RSP Final EIR*.

CR-5: Prior to the issuance of grading permits in that portion of the Specific Plan area located between Linden Avenue and the eastern project boundary (i.e., Planning Area 6, 7, 8, 9, 28, 29, 45, 46, 47, 48, 49a, 49b, 49c, 50, 53, 54, 55, 56, 57, 58, 60c, 62, 63, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81), a paleontologic field survey shall be conducted prior to development-related earthmoving activities to determine the paleontologic sensitivity of the Pleistocene eolian dune sands. This survey shall be conducted by a qualified vertebrate paleontologist with experience in regional geology. If this field survey results in a determination of high paleontologic sensitivity, a paleontologic monitoring program shall be implemented. This monitoring program shall be consistent with the provisions of CEQA and with the guidelines of the Society of Vertebrate Paleontology. If a monitoring program is found to be required and is implemented, monitoring may be reduced or eliminated if the sensitive deposits are determined upon exposure and examination by qualified paleontologic personnel to have low potential to contain fossil resources. If the field assessment determines that the Pleistocene eolian dune sands have low paleontologic sensitivity, no program to mitigate adverse impacts to paleontologic resources will be necessary. This measure shall be implemented to the satisfaction of the City Development Services Director.

Conclusion: Impacts would be less than significant. Implementation of the proposed Project would not result in any new impacts or increase the severity of any previously identified significant impact associated with the environmental factor of cultural resources.

4.6 GEOLOGY AND SOILS

Would the Project:

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?

ii) Strong seismic ground shaking?

iii) Seismic-related ground failure, including liquefaction?

iv) Landslides?

RSP Final EIR Finding: With implementation of MM GS-1 through GS-3, the *RSP Final EIR* found that impacts would be less than significant after implementation of MM GS-1 through GS-3 (City of Rialto, 2010b, Table 1-1).

The RSP project area is not located within a designated Alquist-Priolo Fault Zone and active faults are not known to traverse the RSP project area. Therefore, the likelihood of surface rupture was considered low and fault setbacks zones were not required for structures on the RSP project area. (City of Rialto, 2010a, p. 4.6-4)

The RSP project area would be subject to strong ground shaking in a large earthquake event occurring on the San Andreas, San Jacinto, and Cucamonga faults, or any as-yet unknown faults in the vicinity of the RSP project area. However, the RSP Project area is not in an area identified by the San Bernardino County or California Geological Survey as being susceptible to liquefaction. (City of Rialto, 2010a, p. 4.6-7)

Laboratory tests conducted on onsite soils indicated that seismic settlement potential is low. Therefore, impacts to the RSP project area relating to seismic settlement were considered less than significant. The RSP project area is relatively flat and does not contain any natural slopes. Due to the deep depth of groundwater and the characteristics of RSP project area soils, the *RSP Final EIR* concluded that the RSP project area demonstrates a low potential for lateral spreading. (City of Rialto, 2010a, p. 4.6-7)

No Substantial Change from Previous Analysis: A geotechnical investigation and soil infiltration study were conducted for the Project site by NorCal Engineering in December 2015 (*Technical Appendices D1 and D2*, respectively) (NorCal, 2015a). The Project site was determined to lie outside any Alquist Priolo Special Studies Zone; therefore, consistent with the *RSP Final EIR* findings, the potential for damage due to direct fault rupture is less than significant (NorCal, 2015a, p. 2).

The San Jacinto (San Bernardino) fault zone is located approximately 1.5 miles (2.5 kilometers) from the Project site and is capable of producing a Magnitude 6.7 earthquake. Ground shaking originating from earthquakes along other active faults in the region is expected to induce lower horizontal accelerations due to smaller anticipated earthquakes and/or greater distances to other faults. (NorCal, 2015a)

Consistent with the *RSP Final EIR* finding, conformance to the latest Building Code provisions would result in a less-than-significant impact associated with strong seismic ground shaking.

Groundwater was not encountered during any test explorations performed by NorCal Engineering and is not expected to be a factor in development of the Project site. Groundwater wells in close proximity to the Project site have been consistently recorded deeper than 100 feet below ground surface. Because historic high groundwater in the Project area is in excess of 100 feet below grade, the liquefaction potential at the Project site is deemed low and the design of the proposed Project in conformance with the latest Building Code provisions for earthquake design is expected to provide mitigation of ground shaking hazards that are typical to southern California (NorCal, 2015a, p. 4). Therefore, consistent with the *RSP Final EIR* findings, the potential for liquefaction on the Project site is less than significant.

As shown previously on Figure 2-4, *USGS Topographic Map,* the property gently slopes in elevation from approximately 1,520 feet above mean sea level (AMSL) in the northern portion of the property to an approximate elevation of 1,505 feet AMSL in the southern portion of the property. Under existing conditions, the land to the south slopes down approximately 20 vertical feet to the adjacent developed property at an approximate inclination of 2:1 (horizontal to vertical) (NorCal, 2015b, p. 1) The proposed Project would grade a maximum 5-foot tall slope on the southern boundary of the Project site. The proposed manufactured slope would be engineered for long-term stability and would be required to be constructed in accordance with the site-specific recommendations contained within the Project's geotechnical report prepared by NorCal Engineering (*Technical Appendix D1).* Therefore, consistent with the *RSP Final EIR* finding, impacts associated with seismic-related landslides would be less than significant.

b) Result in substantial soil erosion or the loss of topsoil?

RSP Final EIR Finding: With implementation of MM GS-4 through GS-6, the *RSP Final EIR* found that the RSP project would result in a less-than-significant impact associated with soil erosion or the loss of topsoil (City of Rialto, 2010a, Table 1-1). The nature of the RSP project area soils makes them moderately susceptible to erosion. This is especially true during site development when groundcover and vegetation would be removed and exposed to rain, wind, and other elements. Therefore, the *RSP Final EIR* determined that soil erosion impacts would require the implementation of MM GS-4 through GS-6.

No Substantial Change from Previous Analysis: The proposed Project's Geotechnical Investigation and Soil Infiltration Study (*Technical Appendices D1 and D2*) included explorations to depths ranging from 12 to 24 inches, which encountered fill and disturbed topsoils classifying as silty sand with some rooflets, gravel, rock and cobbles along with some debris. These soils were loose and dry to damp. Native soils classifying as slightly silty sand with gravel, rock and some cobbles were encountered beneath the upper fill soils. These soils were medium dense and damp. Some excavations encountered abundant rock, gravel and cobble content and an occasional boulder to 36 inches in diameter. (NorCal, 2015a, p. 4) The onsite soils exhibit favorable infiltration rates (NorCal, 2015b, p. 4)

Development of the Project site as proposed by the Project would disturb the Project site during grading and construction and expose the underlying soils, which would temporarily increase erosion susceptibility. In the long-term, development of the Project site would increase the extent of impervious surface cover and landscaping on the Project site, thereby reducing the potential for erosion and the loss of topsoil. The proposed Project would be required to adhere to standard regulatory requirements, including, but not limited to, requirements of a National Pollutant Discharge Elimination System (NPDES) Municipal Stormwater Permit and the Project-specific Water Quality Management Plan (WQMP) *(Technical Appendix* G2) that includes Best Management Practices (BMPs) to minimize water pollutants including sedimentation in stormwater runoff. With mandatory compliance with the NPDES Municipal Stormwater Permit and the Project's WQMP, the Project's potential to result in substantial soil erosion or the loss of topsoil would be less than significant, consistent with the *RSP Final EIR* finding.

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?

RSP Final EIR Finding: The *RSP Final EIR* considered impacts to be less than significant with implementation of MM GS-1 through GS-6 (City of Rialto, 2010b, Table 1-1).

The RSP project area is relatively flat and does not contain any natural slopes. However, the *RSP Final EIR* determined that manufactured slopes could present significant hazards if not engineered and constructed to standards. Largely due to the depth to groundwater and the characteristics of onsite soils, the RSP project area demonstrates a low potential for lateral spreading. Therefore, impacts to the RSP project area relating to lateral spreading was considered less than significant. No reports of subsidence were reported in the vicinity of the RSP project area and intensive extraction of groundwater has not occurred in the area. Therefore, impact to the RSP project area related to regional subsidence were considered less than significant.

No Substantial Change from Previous Analysis: The Project site is relatively flat. Under existing conditions and consistent with the conditions that existed at the time the *RSP Final EIR* was certified, the land to the south slopes down approximately 20 vertical feet to the adjacent developed property at an approximate inclination of 2:1 (horizontal to vertical) (NorCal, 2015b, p. 1) There is no evidence of landslides on or near the Project site, nor are there any exposed boulders that could result in rock fall hazards. The proposed Project would grade a maximum 5-foot tall slope on the southern boundary of the Project site. The proposed manufactured slope would be engineered for long-term stability and would be required to be constructed in accordance with the site-specific recommendations contained within the Project's geotechnical investigation (*Technical Appendix D1).* Accordingly, the Project would result in less-than-significant impacts associated with landslides.

As a result of in-place density tests, NorCal Engineering calculated that soil shrinkage would be approximately 5 to 12% due to excavation and recompaction, based on the assumption that the fill is compacted to 92% of the maximum dry density per ASTM standards. Subsidence was calculated to be 0.15 feet due to earthwork operations. (NorCal, 2015a, p. 9) However, the Project's geotechnical

investigation (*Technical Appendix D1)* indicates that the site's shrinkage/subsidence and settlement potential would be attenuated through the proposed removal of near surface soils down to competent materials and replacement with properly compacted fill, which is included as a recommendation in the Project's geotechnical investigation. Through standard conditions of approval, the proposed Project would be required by the City to incorporate the recommendations contained within the Project geotechnical investigation (*Technical Appendix D1*) into the grading plan for the Project. As such, implementation of the Project would result in less-than-significant impacts associated with soil shrinkage/subsidence and collapse.

Lateral spreading is primarily associated with liquefaction hazards. As discussed in Threshold (a), because historic high groundwater in the Project area is in excess of 100 feet below grade, the liquefaction potential at the Project site is deemed low. The design of the proposed Project building's would conform to the most recent Building codes and the site-specific grading and construction recommendations contained within the Project's geotechnical investigaiton (*Technical Appendix D1*). Accordingly, with mandatory compliance with standard building requirements and the site-specific grading and construction recommendations contained within the Project's geotechnical investigation (*Technical Appendix D1*), impacts associated with lateral spreading and liquefaction would be less than significant.

d) Be located on expansive soil, as defined in Table 18-1- B of the Uniform Building Code (1994), creating substantial risks to life or property?

RSP Final EIR Finding: Soils on the RSP project area were determined to exhibit few of the characteristics typical of expansive soils and have a very low expansion potential. Therefore, impacts to the RSP project area from expansive soils were considered less than significant and no mitigation was required. (City of Rialto, 2010a, p. 4.6-8)

No Substantial Change from Previous Analysis: Soil expansion index tests performed on the Project site by NorCal Engineering, determined that the upper soils on the Project site are very low (Expansion Index = 0-20). If an expansion index of soils is 21 or higher, they are determined to be expansive soils. Sites with expansive soils (greater than 20) require special attention during Project design and maintenance. (NorCal, 2015a, pp. 13 and 20). Therefore, because the Project's buildings would not be located on an expansive soil, the soils on the Project site would not create substantial risks to life or property. The proposed Project's buildings would be designed in accordance with the most current Building codes. Accordingly, consistent with the *RSP Final EIR* finding, impacts would be less than significant and no mitigation would be required.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

RSP Final EIR Finding: The RSP project area is anticipated to connect to a municipal sewer system, therefore, impacts arising from septic systems and alternative sewage systems were determined not

applicable to the RSP project. Impacts were considered less than significant and no mitigation was required. (City of Rialto, 2010b, Table 1-1) (City of Rialto, 2010a, p. 4.6-9)

No Substantial Change from Previous Analysis: The Project does not propose the use of septic tanks or alternative waste water disposal systems. The proposed Project would install domestic sewer infrastructure and connect to the municipal sewer system. Consistent with the *RSP Final EIR,* impacts would be less than significant and no mitigation would be required.

Mitigation: Through the preparation of the site-specific Geotechnical Investigation and Soil Infiltration Study (*Technical Appendices D1 and D2, respectively*), the proposed Project implements *RSP Final EIR* MM GS-1 through GS-6 below. With implementation of MM GS-1 through GS-6, impacts would be reduced to less than significant, consistent with the finding of the *RSP Final EIR*.

GS-1 Prior to the issuance of grading permits for each planning area of the project, the project applicant or its designee shall provide design-level geotechnical reports for those areas. These reports shall consider, but shall not necessarily be limited to, such factors as manufactured slope stability (if applicable), compressible soils, corrosive soils, and the engineering and construction of occupied or inhabited structures. The findings and recommendations contained in these reports shall be implemented. As necessary, the City may require additional studies and/or engineering protocols to meet its requirements. This measure shall be implemented to the satisfaction of the City Development Services Director.

GS-2 Prior to the issuance of building permits for each planning area of the project, the project applicant or its designee shall demonstrate that all occupied or inhabited structures will be able to withstand a horizontal seismic acceleration of 0.96g. Specific design-level geotechnical reports shall be prepared by a State of California Certified Engineering Geologist for planning areas within the Specific Plan to determine that structures within those areas meet required design criteria. This measure shall be implemented to the satisfaction of the City Development Services Director.

GS-3 Prior to the issuance of building permits for each planning area, the project applicant or its designee shall demonstrate that all occupied or inhabited structures will be constructed to the standards outlined in the Uniform Building Code, the California Building Code, the design-level geotechnical reports, and/or other such standard as identified and required by the City. This measure shall be implemented to the satisfaction of the City Development Services Director.

GS-4 During construction and excavation activities on the project site, all temporary slopes (i.e., excavations and trenching) shall be adequately shored and/or flattened to a shallower gradient to lessen the possibility of failure. All Cal-OSHA regulations shall be implemented for excavations that will be entered by people. All excavations will be open only as long as is necessary and shall be backfilled immediately upon completion of work. This measure shall be implemented to the satisfaction of the City Development Services Director.

GS-5 Prior to the issuance of grading permits, the project applicant or its designee shall present an Erosion Control Plan (ECP) designed to lessen the impacts of erosion during construction. This plan shall comply with all applicable grading codes and water quality protection protocols. This plan shall be implemented during site construction. This measure shall be implemented to the satisfaction of the City Development Services Director.

GS-6 During grading and development of the project site, all oversized material (larger than 12 inches in largest dimension) shall be handled as recommended in the project geotechnical reports. This material may be placed in deeper fills, nonstructural areas, or disposed of offsite. This measure shall be implemented to the satisfaction of the City Development Services Director.

With implementation of the above *RSP Final EIR* MM GS-1 through GS-6, applicable standard conditions, the most recent building uniform codes, and compliance with the recommendations of the site-specific Geotechnical Investigation (*Technical Appendix D1*), impacts would be less than significant, consistent with the *RSP Final EIR* finding.

Conclusion: Impacts would be less than significant. Implementation of the proposed Project would not result in any new impacts or increase the severity of any previously identified significant impact associated with the environmental factor of geology and soils.

4.7 HAZARDS AND HAZARDOUS MATERIALS

Would the Project:

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?

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?

RSP Final EIR Finding: The *RSP Final EIR* determined that impacts associated with hazards and hazardous materials would be less than significant after implementation of MM HAZ-1 through HAZ-10. As shown on *RSP Final EIR* Exhibit 4.7-1, the *RSP Final EIR* evaluated the setting and recognized environmental conditions for areas identified as Properties A, B, C, and D within the (since closed) Rialto Municipal Airport (RMA). The proposed Project is not located within the identified RMA area. As such, the *RSP Final EIR* MM HAZ-1 through HAZ-3 are specific to the RMA area and would not apply to the proposed Project. The entire 1,445 acre RSP project area was considered for all other potential hazards and hazardous materials impacts, and impacts were determined to be less than significant after mitigation. (City of Rialto, 2010b, Table 1-1) (City of Rialto, 2010a, p. 4.7-9 and Exhibit 4.7-1)

Grading and construction activities may involve the limited transport, storage, usage, or disposal of hazardous materials, such as that fueling/servicing construction equipment. However, such activity is short-term or one-time in nature and is subject to federal, State, and local health and safety requirements. Adherence to federal, State, and local health and safety requirements would reduce the potential impacts associated with construction activities would be less than significant. (City of Rialto, 2010a, p. 4.7-29)

Once the RSP project is constructed, hazardous materials would be limited to those associated with residences and industrial/commercial operations. These include household fertilizers, pesticides, paints, solvent, household cleaners, pesticides, paints, and solvents. Because these materials are used in very limited quantities, they are not considered a hazard to the public. Regardless, adherence to federal, State, and local health and safety requirements regarding these substances would reduce the potential impacts to less than significant. (City of Rialto, 2010a, pp. 4.7-29 and 4.7-30) All cities within San Bernardino County must adopt a city hazardous waste management plan and enact an ordinance requiring that land use decisions be consistent with the County's plan, or incorporate the County's plan into the General Plan. The City of Rialto adopted a hazardous waste management plan by ordinance separate from the General Plan. The City's Hazardous Materials Policy is to be implemented in cooperation with the County's Department of Environmental health, and requires enforcement regulations regarding the dumping of commercial and industrial hazardous wastes to prevent contamination to groundwater supplies.

No Substantial Change from Previous Analysis: Under existing conditions and consistent with the conditions that existed at the time the *RSP Final EIR* was certified, the Project site is vacant undeveloped land. Hazard Management Consulting (HMC) prepared a Phase I Environmental Assessment, dated December 8, 2015 (*Appendix F1)* for the Project site to supplement and substantiate the findings of the *RSP Final EIR* as they relate to the Project site (HMC, 2015).

Impacts Analysis for Existing Project Site Conditions

Aerial photographs from 1938 to approximately 1990 show the Project site as undeveloped land with possible agricultural activity. Key Findings of the Project's Phase I Environmental Assessment are as follows: a) Prior sampling for pesticides was conducted on the Project site and the samples were determined to be non-detect for pesticides. No recognized environmental conditions (RECs) from the historical use of the Project site were identified; b) No activities, chemical usage, evidence of stains or releases were observed by HMC on the Project site. There were no recognized environmental conditions (RECs) from the current use of the Project site; c) The Project site is located downgrade from the Mid Valley Landfill, a known source of volatile organic compounds (VOCs) to groundwater in the site vicinity. The plume of VOCs from the landfill have migrated under the Project site and spread further downgradient. The County of San Bernardino is identified as the responsible party and a remedial system is in place. Because there is a plume of VOCs present in groundwater beneath the Project site, HMC determined this to be a REC. However, because there is no evidence to suggest that the Project site has contributed to these conditions, and the Project as proposed would not impact the groundwater table, the Project would have a less-than-significant impact on the groundwater condition and HMC does not recommend further action. HMC did not identify any potential vapor intrusions from either

on- or off-site uses. (HMC, 2015, pp. 10-11) As depicted on Figure 2-8, *Tentative Parcel Map No. 19754,* construction of the proposed Project would avoid the Southern California Edison (SCE) transformer poles located off-site on W. Renaissance Parkway (that are not the responsibility of the proposed Project). The SCE poles would remain as they occur off-site under existing conditions. Accordingly, the proposed Project would not create a significant hazards to the public associated with existing hazards or hazardous materials. Impacts would be less than significant.

Impact Analysis for Temporary Construction-Related Activities

As disclosed in the *RSP Final EIR,* heavy equipment (e.g., dozers, excavators, tractors) would be operated on the Project site during construction of the Project. This heavy equipment may be fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which are considered hazardous if improperly stored or handled. In addition, materials such as paints, adhesives, solvents, and other substances typically used in building construction would be temporarily located on the Project site during construction activities. Improper use, storage, or transportation of hazardous materials can result in accidental releases or spills, potentially posing health risks to workers, the public, and the environment. This is a standard risk on all construction sites, and there would be no greater risk for improper handling, transportation, or spills associated with the proposed Project than would occur on any other similar construction site. Construction contractors would be required to comply with all applicable federal, state, and local laws and regulations regarding the transport, use, and storage of hazardous construction-related materials, including but not limited to requirements imposed by the United States Environmental Protection Agency (USEPA), California Department of Toxic Substances Control (DTSC), and the Santa Ana Regional Water Quality control Board (RWQCB). With mandatory compliance with applicable hazardous materials regulations, the proposed Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials during the construction phase. Thus, the Project's potential to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials during the Project's construction phase would be less than significant.

Impact Analysis for Long-Term Operation

As disclosed in the *RSP Final EIR,* once the RSP project is constructed, hazardous materials would be limited to residences and industrial/commercial operations. The future building user(s) that would occupy the Project site are not yet identified. The Project Applicant has applied for a Specific Plan Amendment (SPA) to change the land use designation of the Project site to Business Center (BC) and applications to build and operate three buildings that would be occupied by warehouse uses. Building 1 is designed to accommodate a maximum of 15% of the warehouse building for cold storage (i.e., refrigeration) in the event the building's occupant(s) require cold storage. This cold storage space is assumed in this analysis.

It is possible that hazardous materials could be used during the course of a future building user's daily operations. For example, cold storage requires the use and storage of a refrigerant, such as ammonia, which is a hazardous substance. Federal and State Community-Right-to-Know laws allow the public access to information about the amounts and types of chemicals that may be used by businesses on the Project site. Laws also are in place that requires businesses to plan and prepare for possible chemical

emergencies. Any business that occupies a building on the Project site and that handles/stores substantial quantities of hazardous materials (as defined in §25500 of California Health and Safety Code, Division 20, Chapter 6.95) would require a permit from in order to register the business as a hazardous materials handler. Such businesses also are required to comply with California's Hazardous Materials Release Response Plans and Inventory Law, regarding any release or threatened release of a hazardous material, regardless of the amount handled by the business, and to prepare a Hazardous Materials Business Emergency Plan (HMBEP). A HMBEP is a written set of procedures and information created to help minimize the effects and extent of a release or threatened release of a hazardous material.

If businesses that use or store hazardous materials occupy the Project site, the business owners and operators would be required to comply with all applicable federal, state, and local regulations to ensure proper use, storage, use, emission, and disposal of hazardous substances. In addition, and consistent with the *RSP Final EIR*, the City's Hazardous Materials Policy would be implemented in cooperation with the County's Department of Environmental health, and the proposed Project would comply with the enforcement regulations regarding the dumping of commercial and industrial hazardous wastes to prevent contamination to groundwater supplies (as described above). With mandatory regulatory compliance, the Project is not expected to pose a significant hazard to the public or the environment through the routine transport, use, storage, emission, or disposal of hazardous materials, nor would the Project increase the potential for accident conditions which could result in the release of hazardous materials into the environment. With mandatory regulatory compliance, potential hazardous materials impacts associated with long-term operation of the Project would be less than significant.

The Project site is not listed on a list of hazardous materials sites pursuant to Government Code Section 65962.5 (CalEPA, 2016). Thus, impacts would be less than significant.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

RSP Final EIR Finding: The *RSP Final EIR* determined that no schools were located within one-quarter mile of the RSP project area. Impacts were considered less than significant and no mitigation was required. (City of Rialto, 2010b, Table 1-1)

No Substantial Change from Previous Analysis: No schools are located within one-quarter mile of the Project site. The closet school site is Wayne Rubble Middle School located at 6792 Juniper Avenue, Fontana, CA, approximately 0.75 miles southwest of the Project site. Consistent with the *RSP Final EIR* finding, impacts would be less than significant and no mitigation is required.

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?

RSP Final EIR Finding: The *RSP Final EIR* anticipated the closure of the RMA and noted that prior to its closure; development may occur within the RMA's Influence Area. Such development would be required to comply with the existing requirements, standards and procedures of the Airport Comprehensive Land Use Plan. The continued compliance with these requirements would ensure that no significant impacts would occur with respect to airport safety. Impacts were considered less than significant and no mitigation was required (City of Rialto, 2010b, Table 1-1). The RMA which occupied the easterly 443 acres of the RSP project area has since closed.

The *RSP Final EIR* determined that there were no private airfields located within two miles of the RSP project area (City of Rialto, 2010a, p. 4.7-24)

No Substantial Change from Previous Analysis: The RMA which occupied the easterly 443 acres of the RSP project area has since closed. There are no operating private airfields within two miles of the Project site. Consistent with the *RSP Final EIR* finding, impacts would be less than significant and no mitigation is required.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

RSP Final EIR Finding: The *RSP Final EIR* determined that the RSP project area is a typical mixed use project that would not interfere with the implementation of emergency response plans or the activities of emergency responders. Therefore, the *RSP Final EIR* found that implementation of the RSP would not result in impacts regarding emergency plans. Impacts were found to be less than significant and no mitigation was required. (City of Rialto, 2010b, Table 1-1) (City of Rialto, 2010a, p. 4.7-31)

No Substantial Change from Previous Analysis: The Project site does not contain any emergency facilities nor does it serve as an emergency evacuation route. During construction and long-term operation, the proposed Project would be required to maintain adequate emergency access for emergency vehicles. As part of the City's discretionary review process, the City reviewed the Project's application materials to ensure that appropriate emergency ingress and egress would be available to-and-from the Project site and the Project's three proposed buildings. Consistent with the *RSP Final EIR* finding, the proposed Project would not interfere with an adopted emergency response plan or emergency evacuation plan. Accordingly, consistent with the *RSP Final EIR finding*, impacts would be less than significant and no mitigation is required.

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?

RSP Final EIR Finding: According to the Rialto General Plan, the RSP project area is categorized as having a "Low" risk from wildland fires. In addition, the RSP project area is not located near an urban/wildlands interface area. Therefore, it was determined that the RSP would not create significant impacts related to wildland fire hazards. Impacts were considered less than significant and no mitigation was required. (City of Rialto, 2010b, Table 1-1) (City of Rialto, 2010a, p. 4.7-31)

No Substantial Change from Previous Analysis: As analyzed in the *RSP Final EIR*, the RSP project area, which includes the Project site, is within an area categorized by the Rialto General Plan as having a "Low" risk from wildland fires and the RSP project area is not located near an urban/wildlands interface area. The Project site is surrounded by roadways and developed land. The nearest wildlands are the San Bernardino Mountains which are located approximately 3.0 miles northeast of the Project site and intervening development. Accordingly, consistent with the *RSP Final EIR* finding, the proposed Project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires. Consistent with the *RSP Final EIR* finding, impacts would be less than significant and no mitigation is required.

Mitigation:
The site assessment and report of findings prepared for the RSP project identified several potential REC's in the RMA area. As discussed above, the Project site is not located in the RMA area, and does not contain potential REC's. Thus, *RSP Final EIR* MM HAZ-1 through HAZ-3 are not applicable to the proposed Project. The Project does not propose the drilling of new wells and no wells are present on the Project site under existing conditions; therefore, MM HAZ-4 is not applicable to the proposed Project. HMC determined that there were no REC's present on the Project site and no REC's associated with illegal dumping occur on the Project site; therefore, MM HAZ-5 is not applicable to the Project site. The Project site is not located immediately adjacent to an existing easement for the underground pipeline; therefore, HAZ-6 is not applicable to the proposed Project. The proposed Project does not contain any structures; therefore, there is no potential for asbestos or lead based paint to occur on the Project site. Accordingly, *RSP Final EIR* mitigation measure HAZ-7 is not applicable to the proposed Project. No underground storage tanks are present on the Project site; therefore, *RSP Final EIR* MM HAZ -8 is not applicable to the proposed Project. As depicted on Figure 2-8, *Tentative Parcel Map No. 19754,* construction of the proposed Project would avoid the Southern California Edison (SCE) transformer poles located off-site on W. Renaissance Parkway (that are not the responsibility of the proposed Project). The SCE poles would remain as they occur under existing conditions. Accordingly, *RSP Final EIR* MM HAZ-9 is not applicable to the proposed Project. Lastly, because the Project does not propose a school site, *RSP Final EIR* MM HAZ-10 is not applicable to the proposed Project.

Conclusion: Impacts would be less than significant. Implementation of the proposed Project would not result in any new impacts or increase the severity of any previously identified significant impact associated with the environmental factor of hazard and hazardous materials.

4.8 HYDROLOGY AND WATER QUALITY

Would the Project:

a) Violate any water quality standards or waste discharge requirements?

RSP Final EIR Finding: The *RSP Final EIR* found that impacts would be less than significant after implementation of MM HYD-1 through HYD-6 (City of Rialto, 2010b, Table 1-1). The Santa Ana Regional Water Quality Control Board (SARWQCB) regulates state water quality standards in the City of Rialto. Beneficial uses and water quality objectives for surface water and groundwater resources in the RSP project area are established in the water quality plans for each RWCQB and mandated by the State Porter-Cologne Act and Clean Water Act (CWA). The RWQCB also implements the CWA Section 303(d) total maximum daily load (TMDL) process, which consists of identifying candidate water bodies where water quality is impaired by the presence of pollutants. The RWQCB also is responsible for administering the National Pollutant Discharge Elimination System (NPDES) permit program which is designed to manage and monitor point and non-point source pollution. NPDES stormwater permits for general construction activity are required for projects that disturb more than one acre of land. (City of Rialto, 2010a, p. 4.8-2 and Table 1-1)

The *RSP Final EIR* disclosed that the cumulative effect of runoff from land uses in the RSP region could have significant impacts on surface water quality, with both point and non-point source discharges contributing to contaminants to surface waters. Pollutants of concern in discharges from area land uses can include heavy metals, excessive sediment production for erosion, petroleum hydrocarbons from sources such as motor oil, pesticides, excessive nutrient loads, and trash. No site specific water quality data was available to characterize existing surface water quality conditions for the RSP project area but the runoff from the RSP project area is generally categorized as "urban" in nature. (City of Rialto, 2010a, p. 4.8-4) Historical monitoring data for the RSP project area indicated that some local wells were experiencing increased contamination by perchlorate, a chemical used for many years by industries in the RSP project area (City of Rialto, 2010a, p. 4.8-5).

During Project review, approval, and permitting, the City of Rialto requires new development projects to address the quality and quantity of stormwater runoff through the incorporation of permanent (post-construction) Best Management Practices (BMPs) into a project's design (City of Rialto, 2010a, p. 4.8-3). As a standard condition of approval, the City of Rialto and the RWQCB requires all projects within the RSP project area to prepare and implement a Water Quality Management Plan (WQMP) to control and reduce polluted runoff from the RSP project area. WQMP's are required to provide specific BMPs that are designed to reduce urban runoff pollution. Therefore, compliance with this standard condition of approval would reduce the RSP project's impacts to less than significant. (City of Rialto, 2010a, p. 4.8-9)

No Substantial Change from Previous Analysis:
Thienes Engineering, Inc. prepared two technical reports for the proposed Project. The technical report titled, "Preliminary Hydrology Calculations," is dated April 2016 and attached as Technical *Appendix G1*

(Thienes, 2016a) and the site-specific WQMP is dated April 22, 2016 and attached as *Technical Appendix G2* (Thienes, 2016b).

Construction-Related Water Quality Impacts

Construction of the proposed Project would involve grading, paving, utility installation, building construction, and landscaping installation, which would result in the generation of potential water quality pollutants such as silt, debris, chemicals, paints, and other pollutants with the potential to affect water quality. As such, short-term water quality impacts have the potential to occur during construction of the Project in the absence of any protective or avoidance measures, which is consistent with the finding of the *RSP Final EIR.*

Pursuant to the requirements of the Santa Ana RWQCB, the proposed Project would be required to obtain a NPDES Municipal Stormwater Permit for construction activities. The NPDES permit is required for all projects that include construction activities, such as clearing, soil stockpiling, grading, and/or excavation that disturb at least one-acre of total land area. In addition, a WQMP (*Technical Appendix G2*) was prepared for the proposed Project that specifies the BMPs that the Project would be required to implement during construction activities to ensure that all potential pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the Project site. Mandatory compliance with the WQMP and adherence to a NPDES Permit would ensure that the proposed Project does violate any water quality standards or waste discharge requirements during construction activities. Therefore, consistent with the *RSP Final EIR*, water quality impacts associated with construction activities would be less than significant.

Post-Development Water Quality Impacts

Expected stormwater pollutants of concern for the Project site include pathogens (bacterial/virus), including petroleum hydrocarbons, nitrogen (expected from landscaping), and metals (Thienes, 2016b, Form 2.3-1). The proposed Project would be required to implement its site-specific WQMP to demonstrate compliance with the City's NPDES permit and to minimize the release of potential waterborne pollutants, including pollutants of concern for downstream receiving waters. The WQMP is a site-specific post-construction water quality management program designed to address the pollutants of concern of a development project via BMPs, implementation of which ensures the on-going protection of the watershed basin. As identified in the site-specific WQMP, the proposed Project is designed to include five drainage areas consisting of impervious areas (concrete, asphalt, and/or roof) and pervious areas (vegetation) draining to a set of four underground infiltration chambers for treatment and approximately 0.70 acres of self-treating landscape along the southerly property line that would drain offsite (Thienes, 2016b, Form 3-1). Compliance with the site-specific WQMP would be required as a standard condition of Project approval and long-term maintenance of on-site BMPs would be required to ensure their long-term effectiveness.

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)?

RSP Final EIR Finding: The *RSP Final EIR* found that the RSP project would have a less than significant impact in regards to groundwater depletion and no mitigation was required. The RSP project does not propose to use groundwater from beneath the RSP project area. Rather, water supplies would be brought in via existing water supply networks from sources outside of the RSP area. Potable water would be obtained via existing entitlements through the water conveyers that serve the RSP project area. (City of Rialto, 2010b, Table 1-1) (City of Rialto, 2010a, p. 4.8-9)

No Substantial Change from Previous Analysis: The Project does not propose any water wells that would directly extract groundwater. Groundwater was not encountered in any of the test explorations conducted by NorCal. Consistent with the conditions that existed at the time the *RSP Final EIR* was certified, groundwater wells in close proximity to the Project site have been consistently recorded deeper than 100 feet below ground surface. (NorCal, 2015a, p. 4) Development of the Project site would increase impervious surface coverage of the property; however, the Project post-development would include five drainage areas consisting of impervious areas (concrete, asphalt, and/or roof) and pervious areas (vegetation) draining to a set of four underground infiltration chambers for treatment and approximately 0.70 acres of self-treating landscape along the southerly property line that would drain offsite and replenish the groundwater supply through natural infiltration (Thienes, 2016b, Form 3-1). Therefore, with buildout of the proposed Project, the local groundwater levels would not be adversely affected. Accordingly, buildout of the Project with these design features would not interfere substantially with groundwater recharge.

The Project site is located within the service area of the Fontana Water Company (FWC). FWC's water supply sources include water produced from local groundwater basins, local surface water, and imported surface water. FWC currently derives its water supply from groundwater wells that produce water from three adjudicated groundwater basins (Chino Basin, Rialto Basin, and Lytle Basin) and one un-adjudicated groundwater basin (No Man's Land Basin), with the Chino Basin as FWC's primary groundwater source. FWC also derives a portion of its water from local surface flows from Lytle Creek and untreated imported State Water Project water from San Bernardino Valley Municipal Water District and Inland Empire Utilities Agency. The *RSP Final EIR* determined that FWC's supplies are sufficient to meet the demands of the RSP project area, and therefore the demands of the proposed Project.

Consistent with the *RSP Final EIR* finding, the proposed Project would not 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. Thus, consistent with the *RSP Final EIR* finding, impacts would be less than significant and no mitigation is required.

c) Substantially alter the existing drainage pattern of 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?

RSP Final EIR Finding: The *RSP Final EIR* determined impacts associated with drainage pattern alterations and storm water drainage systems to be less than significant and no mitigation was required (City of Rialto, 2010b, Table 1-1).

No Substantial Change from Previous Analysis: As contemplated by the *RSP Final EIR*, development of the Project site would alter the existing ground contours; however, under proposed conditions, surface water runoff discharged from the Project site would follow a similar pattern across the site as occurs under existing conditions. As discussed in Section 2.0, *Project Description*, under existing conditions, runoff from the Project site flows southerly to an existing "v" ditch at the existing development located to the south of the Project site. From the ditch, runoff is currently conveyed to various catch basins and storm drain systems that traverse through the existing development located south of the Project site. (Thienes, 2016a, n.p.)

The proposed Project is designed to include five drainage areas consisting of impervious areas (concrete, asphalt, and/or roof) and pervious areas (vegetation) draining to a set of four underground infiltration chambers for treatment and approximately 0.70 acres of self-treating landscape along the southerly property line that would drain offsite (Thienes, 2016b, Form 3-1). Specifically, runoff from the proposed condition would continue to drain southerly into the existing storm drain system in the existing developments to the south. Runoff from the westerly parking area of Building 1, the southerly half of Building 1 and its truck yard, would drain to a series of catch basins in the truck yard. A storm drain would convey the runoff southerly towards the existing storm drain in the southerly site. Underground infiltration facilities would be utilized for onsite water treatment. Runoff from Building 2, its vehicle parking area and truck dock area, would drain to catch basins in the northerly drive aisle and the truck dock area. A storm drain would convey runoff to an existing catch basin at the northerly portion of the existing site. Low flows would be captured by underground chambers for infiltration. Runoff from Building 3, its vehicle parking area and truck dock area, would drain to a catch basin located north of the building and another catch basin located in the truck dock area. A storm drain would convey runoff southerly to an existing catch basin at the northerly portion of the existing site. Low flows would be captured by underground chambers for infiltration. (Thienes, 2016b, p. 1-1) As summarized in the Project's WQMP, the underground infiltration chambers and approximately 0.70 acres of self-treating landscape would be effective at treating the runoff and minimizing the amount of water-borne pollutants carried from the Project site. Compliance with the WQMP would be required as a standard condition of Project approval. Therefore, surface water runoff flows leaving the Project site would not

carry substantial amounts of sediment. Because the Project would retain the site's general drainage pattern and because the Project would incorporate features designed to minimize sediment within surface water runoff, the Project would not result in substantial erosion or siltation on- site or off-site.

With the proposed on-site detention, runoff from the proposed Project would be less than the existing condition 100-year peak flow rates. Therefore, there would be no adverse effect on the existing downstream facilities. (Thienes, 2016a, n.p.) Consistent with the *RSP Final EIR*, the proposed Project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.

Consistent with the *RSP Final EIR* finding, impacts would be less than significant and no mitigation is required.

f) Otherwise substantially degrade water quality?

RSP Final EIR Finding: The *RSP Final EIR* considered impacts to be less than significant and no mitigation was required (City of Rialto, 2010b, Table 1-1).

No Substantial Change from Previous Analysis: There are no conditions associated with the proposed Project that would otherwise result in the substantial degradation of water quality beyond what is described above in Thresholds (c), (d), or (e).

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or FIRM or other flood hazard delineation map?

h) 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?

i) Result in inundation by seiche, tsunami, or mudflow?

RSP Final EIR Finding: The *RSP Final EIR* considered impacts to be less than significant and no mitigation was required. The RSP project area is not located within a 100-year FEMA flood zone. In addition, there are no dams, reservoirs, or large water bodies near the RSP project area. Therefore, the *RSP Final EIR* determined that implementation of the RSP would not be impacted by any kind of flood hazards and the impacts related to flooding, flooding hazards or inundation by seiches, tsunami, or mudflow. (City of Rialto, 2010b, Table 1-1) (City of Rialto, 2010a, pp. 4.8-5 and 4.8-9 through 4.8-10)

No Substantial Change from Previous Analysis: The proposed Project does not involve the development of any housing. Therefore, there is no potential for the proposed Project to place housing within a 100-year flood hazard area.

There are no levees or dams in the vicinity of the Project site. The nearest dam or levee is Lytle Creek levee located approximately 2.5 miles northeast of the Project site and Hawker Crawford Channel located approximately 2.9 miles north of the Project site. Thus, the proposed Project would not 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.

The Pacific Ocean is located more than 40 miles from the Project site. Thus, there is no potential for tsunamis to impact the Project site. In addition, the Project site and immediate surrounding area do not contain steep hillsides subject to mudflow. There are no water bodies in close proximity to the Project site that would be subject to seiches.

Mitigation:

The proposed Project would implement the following *RSP Final EIR* mitigation measures to reduce hydrology and water quality impacts to less than significant.

Flood Control/Drainage Channels

HYD-1 Prior to issuance of grading permits, the developers or their designees shall coordinate the design and obtain approval of all flood control and storm drain structures as identified in project hydrology studies. The developers or their designees shall provide evidence of this approval to the City Public Works Department. These improvements shall be consistent with any master planning efforts of the County to the satisfaction of the City Engineer.

HYD-2 The developers or their designees shall obtain a General Permit for Storm Water Discharge Associated with Construction Activity (Construction Activity General Permit). The developers or their designees shall provide a copy of this permit to the City Public Works Department prior to the issuance of grading permits.

Water Quality

HYD-3 Prior to the issuance of grading permits, the developers or their designees shall prepare a WQMP and an Erosion and Sediment Control Plan (ESCP) to implement the most appropriate BMPs and to prevent any significant removal and/or downstream deposition of soil from the project site during construction. The WQMP and ESCP shall contain provisions requiring that all erosion control measures and structures be maintained and repaired as needed for the life of the project. Prior to the issuance of a grading permit, the City Development Services Department, Engineering Division shall approve the WQMP and ESCP based on review and input by the RWQCB. At the request of the developer, the City Public Works Department may accept a Storm Water Pollution Prevention Plan (SWPPP) as a substitute for the ESCP as long as it fulfills the intent of this measure to an equivalent degree. The SWPPP or ESCP shall be prepared to the satisfaction of the City Public Works Department. The WQMP and ESCP or SWPPP shall include, but is not limited to, the following:

a) Specify the timing of grading and construction to minimize soil exposure to winter rain periods experienced in southern California;

b) Natural vegetation shall be retained on all areas that will not be disturbed for grading, except areas that must be cleared and revegetated as part of a fuel modification program;

c) All slopes greater than five feet in height shall be evaluated to define the optimum length and steepness to minimize flow velocity and erosion potential. Lateral drainage collection systems shall be incorporated at the base of slopes, when determined appropriate, to transport flows in a controlled, non-erodible channel;

d) Indicate where flows on the site can be diverted from denuded areas and carried in the natural channels on the site;

e) Construct man-made channels to minimize runoff velocities;

f) Disturbed areas shall be vegetated and mulched immediately after final grades have been established;

g) Sediment traps, basins, or barriers (silt fences, hay bales, etc.) shall be established on the property to prevent the release of "first flush" urban pollutants, including sediment, from developed areas, including the emergency access roads. The design and location of these improvements shall be identified in the plan subject to review and approval by the City;

h) Drainage facilities designed to transport flows shall be described and the adequacy of the channel shall be verified by City approval of a detailed drainage analysis;

i) An inspection and maintenance program shall be included to ensure that any erosion, which does occur either on or offsite as a result of the project, will be corrected through a remediation or restoration program within a time frame specified by the City;

j) Confirmed observations by the City of uncontrolled runoff being carried onsite will be grounds for suspension or revocation of any grading or building permit in process, or any discretionary permit subsequently applied for until the problem is resolved to the satisfaction of the City Public Works Department.

HYD-4 Prior to the issuance of building permits, graded but undeveloped land shall be maintained in a relatively weed-free condition and/or planted with interim landscaping within 180 days of completion of grading, unless building permits are obtained. This measure shall be implemented to the satisfaction of the Development Services Director.

HYD-5 Prior to the issuance of occupancy permits, planting of developed land shall comply with the NPDES Best Management Practices Construction Handbook Section 6.2 to the satisfaction of the City Engineer and/or Public Works Director as applicable.

HYD-6 Prior to issuance of the first occupancy permit, the developers or their designees shall provide proof to the Public Works Department that the onsite drainage facilities will be maintained by the County, City, HOA, or equivalent. The developer must demonstrate that these facilities will be adequately maintained by an appropriate mechanism or organization, to the satisfaction of the City Public Works Department.

Conclusion: With the implementation of *RSP Final EIR* MM HYD -1 through HYD-6, impacts would be less than significant. Implementation of the proposed Project would not result in any new impacts or increase the severity of any previously identified significant impact associated with the environmental factor of hydrology and water quality.

4.9 LAND USE AND PLANNING

Would the Project:

a) Physically divide an established community?

RSP Final EIR Finding: The *RSP Final EIR* found that implementation of the RSP project would not physically divide an established community. Impacts were considered less than significant and no mitigation was required. The *RSP Final EIR* considered much of the RSP as currently vacant or developed with abandoned airport-associated uses. Due to its location and design, the *RSP Final EIR* determined that redevelopment of the RSP project area would not interfere with or divide an existing community. (City of Rialto, 2010b, Table 1-1)

No Substantial Change from Previous Analysis: The Project site is comprised of vacant and undeveloped land that is located within the geographical limits of the RSP and envisioned for full buildout according to the RSP. As previously depicted on Figure 2-5, *Surrounding Land Use and Development,* the Project site is bound on the north by W. Renaissance Parkway and on the west by Palmetto Avenue. Across W. Renaissance Parkway is SR-210 and north of SR-210 is the County of San Bernardino Mid-Valley Landfill. Directly east of the Project site is approximately 3.28 acres of vacant land in the RSP project area, east of which is Alder Avenue and large-scale warehouse buildings. To the south of the Project site are two warehouse buildings and to the west, across Palmetto Avenue, is a single-family residential subdivision within the jurisdiction of the City of Fontana. Thus, the Project site is already surrounded by development and planned buildout of the RSP; thus, consistent with the finding of the *RSP Final EIR,* development of the proposed Project on the Project site would not 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?

RSP Final EIR Finding: With implementation of the RSP as proposed, and application of standard City conditions of approval, the *RSP Final EIR* considered land use plan consistency impacts as less than significant and no mitigation was required. (City of Rialto, 2010b, Table 1-1) The *RSP Final EIR* determined that the RSP project was consistent with the City's General Plan. The RSP provides guidance and direction for future development in the RSP and any proposed development will be required to abide by the requirements of the RSP. (City of Rialto, 2010a, Table 1-1 and 4.9-18 and 4.9-19)

No Substantial Change from Previous Analysis: As depicted on Figure 2-7, *Renaissance Specific Plan Land Use Map*, the Project site is located within Planning Area 10 of the RSP. The RSP designates the Project site as Freeway Commercial (FC). FC uses are described as retail uses serving the community and traveling public (retail, travel, services, restaurants, lodging, drug stores, home improvement centers, entertainment centers, health clubs, regional shopping centers, and automobile dealerships. (City of Rialto, 2010a, Table 3-3). Because warehouse uses are not permitted within the FC zone, the current zoning cannot accommodate the proposed Project. Therefore, in order to develop the proposed Project, the Project Applicant has applied for a Specific Plan Amendment (SPA) to change the zoning designation of the Project site to Business Center (BC) that permits the type of development and the Floor to Area Ratio (FAR) proposed by the Project. The BC land use category accommodates larger industrial, distribution, and manufacturing uses. (City of Rialto, 2010a, Table 3-3). The RSP Development Standards for BC uses is identified in Table 2-3, *Renaissance Specific Plan Development Standards for Business Center Uses*. The change in land use designation of Planning Area 10 from FC to BC would not result in a conflict with any applicable plan or policy that was adopted for the purpose of avoiding or mitigating an environmental effect. As indicated throughout this environmental assessment, the proposed Project would not result in a new significant impact or a more severe impact than previously disclosed by the *RSP Final EIR*. The change in designation from FC to BC would result in an overall decrease in impacts to the environment, as the development of the site with BC instead of FC uses would reduce impacts associated with air quality and greenhouse gas (GHG) emissions, noise, and transportation/traffic. The area of physical disturbance would be identical. As such, there would be no conflicts with plans and policies adopted for avoiding or reducing adverse effects on the environment.

c) Conflict with any applicable habitat conservation plan or natural communities conservation plan?

RSP Final EIR Finding: The *RSP Final EIR* considered impacts as less than significant and no mitigation was required. The RSP project is not located within a habitat conservation plan or natural community's conservation plan. (City of Rialto, 2010b, Table 1-1) Therefore, buildout of the RSP would not conflict with any such plan. (City of Rialto, 2010a, p. 4.9-18)

No Substantial Change from Previous Analysis: The Project site is not located within an adopted HCP, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, consistent with the *RSP Final EIR*, the proposed Project would not conflict with the provisions of an adopted HCP, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Consistent with the *RSP Final EIR*, impacts would be less than significant and no mitigation is required.

Mitigation: None required by the *RSP Final EIR* and none required for the proposed Project.

Conclusion: The proposed Project would not result in a conflict with any applicable plan or policy that was adopted for the purpose of avoiding or mitigating an environmental effect. Also, the Project site is not located within an adopted HCP. As such, implementation of the proposed Project would not result in any new impacts or increase the severity of any previously identified significant impact associated with the environmental factor of land use and planning.

4.10 MINERAL RESOURCES

Would the Project:

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?

RSP Final EIR Finding: The *RSP Final EIR* considered impacts related to mineral resources to be less than significant and no mitigation was required. Based on a review of the Mineral Land Classification Report, approximately two-thirds of the RSP project area was found to be mapped as Mineral Resource Zone 2 (MRZ-2), which are identified as areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood for their presence exists. However, the *RSP Final EIR* concluded that the mapping was based only on the amount of subsurface materials present in the area, not on the practical availability of those resources for extraction and use. The mapping did not take into consideration mineral resources that were already overlain by urban uses or otherwise incompatible uses. The *RSP Final EIR* determined that subsequent urbanization over the last two decades since the Mineral Land Classification Report was compiled had rendered large portions of the area unavailable for future mineral extraction activities. In addition, the RSP project area is surrounded on all sides by urban uses which are incompatible with mineral extraction activities. A great deal of the unoccupied lands within the RSP project area is broken up into isolated properties by subdivisions, roadways, and other manifestations of urban growth. In summary, because mining operations on the RSP project area would directly conflict with the existing uses in the RSP project area, the *RSP Final EIR* found that impacts in regards to mineral resources to be less than significant. (City of Rialto, 2010b, Table 1-1) (City of Rialto, 2010a pp. 4.10-2 and 4.10-3)

No Substantial Change from Previous Analysis: Consistent with the *RSP Final EIR* finding, as identified on *RSP Final EIR* Exhibit 4.10-1, although the Project site is located in an area mapped MRZ-2, the site is surrounded by urban uses and mining operations would directly conflict with the existing uses. The Project would fully develop RSP PA 10, which was evaluated for full development with non-mining uses as part of the *RSP Final EIR*. Therefore, consistent with the *RSP Final EIR* finding, impacts would be less than significant and no mitigation would be required.

Mitigation: None required by the *RSP Final EIR* and none required for the proposed Project.

Conclusion: Impacts would be less than significant. Implementation of the proposed Project would not result in any new impacts or increase the severity of any previously identified significant impact associated with the environmental factor of mineral resources.

4.11 NOISE

Would the Project result in:

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?

RSP Final EIR Finding:

Short-Term/Construction-Related Noise Impacts: With the implementation of the mitigation measures provided, the *RSP Final EIR* considered short-term/construction-related noise impacts as less than significant (City of Rialto, 2010a, p. 4.11-65).

Short-Term/Construction-Related Vibration Impacts: With the implementation of the mitigation measures provided, the *RSP Final EIR* considered the short-term construction-related vibration impacts as less than significant (City of Rialto, 2010a, p. 4.11-65).

Off-Site Traffic Noise Impacts: The *RSP Final EIR* found that under Year 2011, 2015, and 2020 conditions, some roadway segments would experience potentially significant noise impacts due to the off-site traffic generated by the RSP project. The off-site traffic noise impact of the RSP project was considered to be significant and unavoidable. MM-6 was identified to reduce the traffic noise impacts to future residential and commercial land uses within the RSP, but not to a less-than-significant level.

Operational (Stationary-Source Noise): The *RSP Final EIR* identified the long-term operational (stationary-source) noise level impacts associated with land uses in the RSP as less than significant with mitigation. The *RSP Final EIR* included a mitigation measure that requires additional analysis for new developments to reduce the noise levels from commercial uses to nearby noise-sensitive residential homes.

No Substantial Change from Previous Analysis: Urban Crossroads, Inc. prepared a noise study to determine the noise exposure and the necessary noise mitigation measures for the proposed Project and to confirm the conclusions of the *RSP Final EIR* as they pertain to the Project site (RSP Planning Area 10). The Project's noise study is included in this EIR Addendum as *Technical Appendix H1*. (Urban Crossroads, Inc., 2016d).

Significance Criteria

Noise Impacts would be considered significant if any of the conditions identified in Table 4-10, *Noise Significance Criteria Summary*, occur as a direct result of the proposed development.

Table 4-10 Noise Significance Criteria Summary

Analysis	Land Use	Jurisdiction	Condition(s)	Significance Criteria	
				Daytime	Nighttime
Off-Site Traffic Noise	Noise-Sensitive[1]	All	if ambient is < 60 dBA CNEL	≥ 5 dBA CNEL Project increase	
			if ambient is 60 - 65 dBA CNEL	≥ 3 dBA CNEL Project increase	
			if ambient is > 65 dBA CNEL	≥ 1.5 dBA CNEL Project increase	
	Non-Noise-Sensitive[2]		if ambient is < 70 dBA CNEL	≥ 5 dBA CNEL Project increase	
			if ambient is > 70 dBA CNEL	≥ 3 dBA CNEL Project increase	
Operational Noise & Vibration	All	Rialto[3]	n/a	n/a	
	Noise-Sensitive	Fontana[4]	Exterior Noise Level Standards	65 dBA Leq	
	Noise-Sensitive[1]	All	if ambient is < 60 dBA CNEL	≥ 5 dBA CNEL Project increase	
			if ambient is 60 - 65 dBA CNEL	≥ 3 dBA CNEL Project increase	
			if ambient is > 65 dBA CNEL	≥ 1.5 dBA CNEL Project increase	
			Vibration Level Threshold[5]	0.2 in/sec PPV	n/a
Construction Noise & Vibration	Noise-Sensitive	Rialto[3]	Permitted Construction Hours:		
			October 1 - April 30	7:00 a.m. to 5:30 p.m. Mondays to Fridays	
			May 1 - September 30	6:00 a.m. to 7:00 p.m. Mondays to Fridays	
			Any Time of Year	8:00 a.m. to 5:00 p.m. Saturdays; no activity on Sundays & holidays.	
		All	Noise Level Threshold[5]	85 dBA Leq	n/a
		All	Vibration Level Threshold[6]	0.2 in/sec PPV	n/a

1 Source: FICON, 1992
2 Source: City of Rialto Safety & Noise Element, Exhibit 5.5.
3 Source: City of Rialto Municipal Code (Appendix 3.1).
4 Source: City of Fontana Zoning and Development Code, Section 30-182 (Appendix 3.2).
5 Source: NIOSH, Criteria for Recommended Standard: Occupational Noise Exposure, June 1998.
6 Source: County of San Bernardino Development Code, Section 83.01.090 (c).
"Daytime" = 7:00 a.m. - 10:00 p.m.; "Nighttime" = 10:00 p.m. - 7:00 a.m.; "n/a" = No standard or threshold is identified by the jurisdiction.
(Urban Crossroads, Inc., 2016d, Table 4-2)

A. Construction Noise Impact Analysis

Construction Noise Standards

To accurately describe the potential Project-related construction noise level contributions to the existing noise environment, the Project's noise impact analysis (*Technical Appendix H1*) presents the appropriate construction noise standards for the City of Rialto and the adjacent jurisdiction of the City of Fontana. However, the permitted hours of construction for the City of Rialto are the only applicable hourly

restrictions for the proposed Project since the construction activity would take place within the jurisdiction of the City of Rialto. (Urban Crossroads, Inc., 2016d, p. 65)

The City of Rialto Municipal Code, Section 9.50.070, states that construction activities are permitted between the hours of 7:00 a.m. to 5:30 p.m. Monday through Friday from October 1st to April 30th, 6:00 a.m. to 7:00 p.m. Monday through Friday from May 1st to September 30th, and 8:00 a.m. to 5:00 p.m. on Saturdays any time of year; with no activity allowed on Sundays or state holidays. Neither the City's General Plan or Municipal Code establish numeric maximum acceptable construction source noise levels at potentially affected receivers. (Urban Crossroads, Inc., 2016d, p. 65)

Construction Noise Level Threshold

To evaluate whether the proposed Project would generate a substantial periodic increase in short-term noise levels at off-site sensitive receiver locations, the Project's noise impact analysis (Technical Appendix H1) applies a construction-related noise level threshold adopted from the *Criteria for Recommended Standard: Occupational Noise Exposure* prepared by the National Institute for Occupational Safety and Health (NIOSH). A division of the U.S. Department of Health and Human Services, NIOSH identifies a noise level threshold based on the duration of exposure to the source. The construction related noise level threshold starts at 85 dBA for more than eight hours per day, and for every 3 dBA increase, the exposure time is cut in half. This results in noise level thresholds of 88 dBA for more than four hours per day, 92 dBA for more than one hour per day, 96 dBA for more than 30 minutes per day, and up to 100 dBA for more than 15 minutes per day. For the purposes of analysis, the lowest, more conservative construction noise level threshold of 85 dBA Leq is used as an acceptable threshold for construction noise at the nearby sensitive receiver locations. Since this construction-related noise level threshold represents the energy average of the noise source over a given time period, they are expressed as Leq noise levels. Therefore, the noise level threshold of 85 dBA Leq over a period of eight hours or more is used to evaluate the potential Project-related construction noise level impacts at the nearby sensitive receiver locations. (Urban Crossroads, Inc., 2016d, pp. 65-66)

Construction Noise Levels

Noise generated by the Project's construction equipment is anticipated to include a combination of trucks, power tools, concrete mixers and portable generators. Noise levels generated by heavy construction equipment can range from approximately 68 dBA to in excess of 80 dBA when measured at 50 feet. However, these noise levels diminish with distance from the construction site at a rate of 6 dBA per doubling of distance. The number and mix of construction equipment is expected to occur in the following stages of on-site construction:

- Site Preparation
- Grading
- Building Construction
- Paving
- Architectural Coating (Urban Crossroads, Inc., 2016d, p. 66)

As shown on Exhibit 8-A, *Receiver Locations*, of the Project's noise study (*Technical Appendix H1*), the closest noise receivers are located west of Palmetto Avenue, west of the Project's western boundary, in the City of Fontana.

Construction Noise Analysis

To describe the Project construction noise levels, Urban Crossroads, Inc. collected measurements for similar activities at several construction sites. Table 4-11, *Unmitigated Construction Equipment Noise Levels Summary*, provides a summary of the noise levels from each stage of construction at each of the sensitive receiver locations. Based on the reference construction noise levels, the Project-related construction noise levels when the peak reference noise level is operating at the closest point within the center of construction activity to the nearest sensitive receiver location is calculated to range from 49.7 to 66.2 dBA Leq. The construction noise analysis shows that the highest construction noise levels would occur when construction activities take place at the closest point from the center of construction activity. As identified on Table 4-11, the unmitigated peak construction noise levels at the nearby sensitive receiver locations are calculated to range from 49.7 to 66.2 dBA Leq and therefore, would satisfy the construction noise level threshold of 85 dBA Leq at the nearby sensitive receiver locations. Therefore, the construction of the proposed Project would result in a less than significant noise impact at the nearby sensitive receiver locations during peak construction activity. (Urban Crossroads, Inc., 2016d, pp. 66, 68, and 72)

Table 4-11 Unmitigated Construction Equipment Noise Levels Summary

Receiver Location[1]	Construction Phase Hourly Noise Level (dBA Leq)					
	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Peak Activity[2]
R1	66.2	66.2	54.8	58.2	54.1	66.2
R2	63.5	63.5	52.1	55.6	51.4	63.5
R3	57.2	57.2	45.8	49.2	45.1	57.2
R4	49.7	49.7	38.3	41.7	37.6	49.7

[1] Noise receiver locations are shown on Exhibit 10-A of *Technical Appendix H1*.
[2] Estimated construction noise levels during peak operating conditions.
(Urban Crossroads, Inc., 2016d, Table 10-7)

Construction Vibration Impacts

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures and soil type. It is expected that ground-borne vibration from Project construction activities would cause only intermittent vibration effects. The proposed Project's construction activity most likely to cause vibration impacts is the operation of heavy construction equipment. Although all heavy mobile construction equipment has the potential of causing at least some perceptible vibration while operating close to a building, the vibration is usually short-term and is not of sufficient magnitude to cause building damage. Heavy equipment such as large bulldozers would be located across Palmetto Avenue from the nearest residential structures and would

not operate close enough to any residences to cause a vibration impact. To the south of the Project site are large warehouses that are not vibration-sensitive.

Ground-borne vibration levels resulting from construction activities occurring within the Project site were estimated by data published by the Federal Transit Administration (FTA). Construction activities that would have the potential to generate low levels of ground-borne vibration within the Project site include grading and paving. Based on the reference vibration levels provided by the FTA, a large bulldozer represents the peak source of vibration with a reference velocity of 0.089 in/sec (PPV) at a distance of 25 feet. At distances ranging from 131 to 876 feet from the Project site, construction vibration velocity levels are expected to approach 0.007 in/sec PPV, as shown in Table 4-12, *Construction Equipment Vibration Levels*. Based on the County of San Bernardino vibration standard of 0.2 in/sec PPV, the construction-related vibration impacts are considered less than significant. (Urban Crossroads, Inc., 2016d, p. 73)

Further, vibration levels at the site of the closest sensitive receiver would not be sustained during the entire construction period, but would occur rather only during the times that heavy construction equipment is operating at the Project site perimeter. Moreover, construction at the Project site would be restricted to daytime hours consistent with City of Rialto requirements thereby eliminating potential vibration impacts during the sensitive nighttime hours. (Urban Crossroads, Inc., 2016d, p. 74)

Table 4-12 Construction Equipment Vibration Levels

Receiver Location[1]	Distance To Const. Activity (Feet)	Receiver PPV Levels (in/sec)[2]				Peak Particle Vibration (PPV)	Threshold Exceeded?[4]
		Small Bulldozer	Jack-hammer	Loaded Trucks	Large Bulldozer		
R1	131'	0.000	0.003	0.006	0.007	0.007	No
R2	178'	0.000	0.002	0.004	0.005	0.005	No
R3	371'	0.000	0.001	0.001	0.002	0.002	No
R4	876'	0.000	0.000	0.000	0.000	0.000	No

[1] Noise receiver locations are shown on Exhibit 10-A of *Technical Appendix H1*.
Based on the Vibration Source Levels of Construction Equipment included on Table 6-10 in Technical Appendix H1.
[3] Does the peak vibration exceed the maximum acceptable vibration threshold?
(Urban Crossroads, Inc., 2016d, Table 10-9)

B. Transportation-Related Noise Impact Analysis

Existing Noise Level Measurements

To assess the existing noise level environment, Urban Crossroads, Inc. took four 24-hour noise level measurements at sensitive receiver locations in the Project study area. The receiver locations were selected to describe and document the existing noise environment within the Project study area. Exhibit 5-A of *Technical Appendix H1* provides the boundaries of the Project study area and the noise level measurement locations. The long-term noise level measurements were positioned as close to the

nearest sensitive receiver locations as possible to assess the existing ambient hourly noise levels surrounding the Project site. To fully describe the existing noise conditions, noise level measurements were collected by Urban Crossroads, Inc. on Wednesday, June 1st, 2016. To describe the existing noise environment, the hourly noise levels were measured during typical weekday conditions over a 24-hour period. (Urban Crossroads, Inc., 2016d, p. 31)

The background ambient noise levels in the Project study area are dominated by the transportation-related noise associated with the arterial roadway network. This includes the auto and heavy truck activities on SR-210 and W. Renaissance Parkway near the noise level measurement locations. Additional background noise sources in the Project study area include the existing warehousing and industrial uses south of the Project site and the truck loading and unloading activities associated with them. Table 4-13, *24-Hour Ambient Noise Level Measurements*, provides the (energy average) noise levels used to describe the daytime and nighttime ambient conditions. These daytime and nighttime energy average noise levels represent the average of all hourly noise levels observed during these time periods expressed as a single number. (Urban Crossroads, Inc., 2016d, pp. 33-34)

Table 4-13 24-Hour Ambient Noise Level Measurements

Location[1]	Distance To Project Boundary (Feet)	Description	Energy Average Hourly Noise Level (dBA Leq)[2]		CNEL
			Daytime	Nighttime	
L1	95'	Located north of the Project site on Highland Avenue adjacent to the State Route 210 right-of-way.	69.0	68.0	75.0
L2	0'	Located at the western Project site boundary on Palmetto Avenue, east of existing residential homes.	62.8	60.2	67.5
L3	540'	Located south of the Project site on Palmetto Avenue adjacent to existing industrial use and east of residential homes.	63.2	62.2	69.0
L4	860'	Located southwest of the Project site within an existing residential community on Farwell Street.	58.7	55.2	62.5

[1] See Exhibit 5-A of *Technical Appendix H1* for the noise level measurement locations.
[2] Energy (logarithmic) average hourly levels. The long-term 24-hour measurement worksheets are included in Appendix 5.2 of *Technical Appendix H1*.
"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.
(Urban Crossroads, Inc., 2016d)

Methods and Procedures

The expected roadway noise level increases from vehicular traffic were calculated by Urban Crossroads, Inc. using a computer program that replicates the Federal Highway Administration (FHWA) Traffic Noise Prediction Model- FHWA-RD-77-108. Table 4-14, *Off-Site Roadway Parameters*, presents the roadway

parameters used to assess the Project's off-site transportation noise impacts. (Urban Crossroads, Inc., 2016d, p. 35)

Based on the Project's TIA (*Technical Appendix I1*), the proposed Project is expected to generate a net total of approximately 1,213 trip-ends per day (actual vehicles) with 102 AM peak hour trips and 109 PM peak hour trips. The net Project trip generation includes 486 truck trip-ends per day from the proposed buildings within the Project site. The Project's noise study (*Technical Appendix H1*) relies on the net Project trips to accurately account for the effect of individual truck trips on the study area roadway network. To quantify the off-site noise levels, the Project-related truck trips were added to the heavy truck category in the FHWA noise prediction model. The addition of the Project-related truck trips increases the percentage of heavy trucks in the vehicle mix. This approach recognizes that the FHWA noise prediction model is influenced by the number of heavy trucks in the vehicle mix. (Urban Crossroads, Inc., 2016d, p. 37)

Table 4-14 Off-Site Roadway Parameters

ID	Roadway	Segment	Adjacent Planned Land Use[1]	Distance from Centerline to Nearest Adjacent Land Use (Feet)[2]	Posted Speed Limit (mph)
1	Palmetto Av.	s/o Renaissance Pkwy.	Residential	32'	40
2	Palmetto Av.	s/o Driveway 1	Residential	32'	40
3	Alder Av.	s/o SR-210 Fwy.	Freeway Commercial	54'	50
4	Alder Av.	s/o Renaissance Pkwy.	Freeway Commercial	54'	50
5	Renaissance Pkwy.	w/o Palmetto Av.	Residential	54'	50
6	Renaissance Pkwy.	e/o Palmetto Av.	Freeway Commercial	54'	50
7	Renaissance Pkwy.	e/o Driveway 3	Freeway Commercial	54'	50
8	Renaissance Pkwy.	e/o Driveway 4	Freeway Commercial	54'	50
9	SR-210 Fwy.	w/o Alder Av.	Freeway Commercial	130'	70
10	SR-210 Fwy.	e/o Alder Av.	Freeway Commercial	130'	70

[1] Sources: City of Rialto Renaissance Specific Plan, Figure 2-2 Land Use Diagram.
[2] Distance to adjacent land use is based upon the right-of-way distances for each functional roadway classification provided in the General Plan Circulation Elements.
(Urban Crossroads, Inc., 2016d, Table 6-1)

Off-Site Transportation Noise Impacts

To assess the off-site transportation Community Noise Exposure Level (CNEL) impacts associated with the proposed Project, noise contours were developed based on the Project's TIA (*Technical Appendix I1*). Noise contour boundaries represent the equal levels of noise exposure and are measured in CNEL from the center of the roadway. Noise contours were developed for the following traffic scenarios:

- **Existing Without / With Project:** This scenario refers to the existing present-day noise conditions, without and with the proposed Project.

- **Existing plus Ambient (EA) 2018 Without / With Project:** This scenario refers to the background noise conditions at future Year 2018 without and with the proposed Project plus ambient growth.

- **EA plus Cumulative 2018 Without / With Project:** This scenario refers to the background noise conditions at future Year 2018 without and with the proposed Project plus ambient growth. This scenario corresponds to Year 2018 conditions, and includes all cumulative projects identified in the Project's TIA.
- **Horizon Year 2040 Without / With Project:** This scenario refers to the background noise conditions at future Year 2040 without and with the proposed Project. This scenario corresponds to Horizon Year 2040 conditions, and includes all cumulative projects identified in the Project's TIA. (Urban Crossroads, Inc., 2016d, p. 43)

Existing Condition Project Traffic Noise Level Contributions

As identified in Table 4-15, Off-Site Project-Related Traffic Noise Impacts on the Existing Condition, the proposed Project is calculated to generate an exterior noise level increases of 0.1 to 5.0 dBA CNEL. The increase of 5.0 dBA CNEL would occur on one roadway segment: W. Renaissance Parkway east of Driveway 4. This roadway segment passes non-noise sensitive land uses, so the applicable significance criterion is an increase of 5.0 dBA or more, when the without Project noise levels are below 70 dBA CNEL. The Project's exceedance of the significance threshold is largely due to the truck trips exiting the Project site onto the affected roadway segment. However, it is important to recognize that the noise analysis is based on the truck and passenger car trip generation rates identified in the Project's TIA (*Technical Appendix I1*), which likely overstates the number of trips that will actually be generated by the Project. Also, Project trips would not be generated until Year 2018 conditions; therefore, the Existing with Project scenario is presented for informational purposes only to demonstrate the theoretical scenario of the Project being placed on the existing (2016) environment, which will not actually occur in a real-world situation because the Project will not be built and operational until 2018. The off-site traffic noise impacts under Existing with Project conditions are considered significant, but will not materialize in a real-word situation. As such, mitigation is not required. (Urban Crossroads, Inc., 2016d, p. 48)

Table 4-15 Off-Site Project-Related Traffic Noise Impacts on the Existing Condition

ID	Road	Segment	Adjacent Planned Land Use[1]	CNEL at Adjacent Land Use (dBA)[2]			Noise-Sensitive Land Use?	Threshold Exceeded?[3]
				No Project	With Project	Project Addition		
1	Palmetto Av.	s/o Renaissance Pkwy.	Residential	64.3	64.4	0.1	Yes	No
2	Palmetto Av.	s/o Driveway 1	Residential	64.3	64.4	0.1	Yes	No
3	Alder Av.	s/o SR-210 Fwy.	Freeway Commercial	71.7	73.6	1.9	No	No
4	Alder Av.	s/o Renaissance Pkwy.	Freeway Commercial	71.5	71.5	0.0	No	No
5	Renaissance Pkwy.	w/o Palmetto Av.	Residential	66.9	67.0	0.1	Yes	No
6	Renaissance Pkwy.	e/o Palmetto Av.	Freeway Commercial	65.9	66.1	0.2	No	No
7	Renaissance Pkwy.	e/o Driveway 3	Freeway Commercial	65.9	70.8	4.9	No	No
8	Renaissance Pkwy.	e/o Driveway 4	Freeway Commercial	65.9	70.9	5.0	No	Yes
9	SR-210 Fwy.	w/o Alder Av.	Freeway Commercial	77.0	77.2	0.2	No	No
10	SR-210 Fwy.	e/o Alder Av.	Freeway Commercial	76.7	76.9	0.2	No	No

[1] Sources: City of Rialto Renaissance Specific Plan, Figure 2-2 Land Use Diagram.
[2] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the nearest adjacent land use.
[3] Significance Criteria. Refer to Table 4-10).
(Urban Crossroads, Inc., 2016d, Table 7-9)

Existing Plus Ambient (EA) (2018) Project Traffic Noise Level Contributions

Table 4-16, EA *(2018) Off-Site Project-Related Traffic Noise* Impacts, presents a comparison of the EA 2018 without and with Project conditions CNEL noise levels. As identified in Table 4-16, the proposed Project would generate less than significant noise level increases of up to 4.3 dBA CNEL on the study area roadway segments. Based on the significance criteria for noise-sensitive and non-noise-sensitive land uses, the Project-related increases represent a less than significant impact under EA 2018 conditions. (Urban Crossroads, Inc., 2016d, p. 48)

Table 4-16 EA (2018) Off-Site Project-Related Traffic Noise Impacts

ID	Road	Segment	Adjacent Planned Land Use[1]	CNEL at Adjacent Land Use (dBA)[2]			Noise-Sensitive Land Use?	Threshold Exceeded?[3]
				No Project	With Project	Project Addition		
1	Palmetto Av.	s/o Renaissance Pkwy.	Residential	64.5	64.5	0.0	Yes	No
2	Palmetto Av.	s/o Driveway 1	Residential	64.5	64.5	0.0	Yes	No
3	Alder Av.	s/o SR-210 Fwy.	Freeway Commercial	72.1	73.9	1.8	No	No
4	Alder Av.	s/o Renaissance Pkwy.	Freeway Commercial	72.2	72.3	0.1	No	No
5	Renaissance Pkwy.	w/o Palmetto Av.	Residential	67.6	67.7	0.1	Yes	No
6	Renaissance Pkwy.	e/o Palmetto Av.	Freeway Commercial	66.1	66.3	0.2	No	No
7	Renaissance Pkwy.	e/o Driveway 3	Freeway Commercial	66.9	71.2	4.3	No	No
8	Renaissance Pkwy.	e/o Driveway 4	Freeway Commercial	66.9	71.2	4.3	No	No
9	SR-210 Fwy.	w/o Alder Av.	Freeway Commercial	77.2	77.3	0.1	No	No
10	SR-210 Fwy.	e/o Alder Av.	Freeway Commercial	76.9	77.1	0.2	No	No

[1] Sources: City of Rialto Renaissance Specific Plan, Figure 2-2 Land Use Diagram.
[2] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the nearest adjacent land use.
[3] Significance Criteria. Refer to Table 4-10.
(Urban Crossroads, Inc., 2016d, Table 7-10)

EA Plus Cumulative (EAC) (2018) Project Traffic Noise Level Contributions

Table 4-17, *EAPC (2018) Off-Site Project-Related Traffic Noise* Impacts, presents a comparison of the EAC 2018 without and with Project conditions CNEL noise levels. As identified on Table 4-17, the proposed Project would generate less than significant noise level increases of up to 2.7 dBA CNEL on the study area roadway segments. Based on the significance criteria for noise-sensitive and non-noise-sensitive land uses, the Project-related increases represent a less than significant impact under EAC 2018 conditions. (Urban Crossroads, Inc., 2016d, p. 50)

Table 4-17 EAPC (2018) Off-Site Project-Related Traffic Noise Impacts

ID	Road	Segment	Adjacent Planned Land Use[1]	CNEL at Adjacent Land Use (dBA)[2]			Noise-Sensitive Land Use?	Threshold Exceeded?[3]
				No Project	With Project	Project Addition		
1	Palmetto Av.	s/o Renaissance Pkwy.	Residential	67.6	67.6	0.0	Yes	No
2	Palmetto Av.	s/o Driveway 1	Residential	66.2	66.2	0.0	Yes	No
3	Alder Av.	s/o SR-210 Fwy.	Freeway Commercial	75.9	76.7	0.8	No	No
4	Alder Av.	s/o Renaissance Pkwy.	Freeway Commercial	75.8	75.8	0.0	No	No
5	Renaissance Pkwy.	w/o Palmetto Av.	Residential	71.0	71.0	0.0	Yes	No
6	Renaissance Pkwy.	e/o Palmetto Av.	Freeway Commercial	71.0	71.1	0.1	No	No
7	Renaissance Pkwy.	e/o Driveway 3	Freeway Commercial	70.0	72.6	2.6	No	No
8	Renaissance Pkwy.	e/o Driveway 4	Freeway Commercial	69.9	72.6	2.7	No	No
9	SR-210 Fwy.	w/o Alder Av.	Freeway Commercial	77.9	78.0	0.1	No	No
10	SR-210 Fwy.	e/o Alder Av.	Freeway Commercial	77.5	77.7	0.2	No	No

[1] Sources: City of Rialto Renaissance Specific Plan, Figure 2-2 Land Use Diagram.
[2] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the nearest adjacent land use.
[3] Significance Criteria. Refer to Table 4-10.
(Urban Crossroads, Inc., 2016d, Table 7-11)

Horizon Year (2040) Project Traffic Noise Level Contributions

Table 4-18, *Horizon Year (2040) Off-Site Project-Related Traffic Noise Impact*, presents a comparison of the Horizon Year 2040 without and with Project conditions CNEL noise levels. As identified in Table 4-18, the proposed Project would generate less than significant noise level increases of up to 2.1 dBA CNEL on the study area roadway segments. Based on the significance criteria, the Project-related increases represent a less than significant impact under Horizon Year 2040 conditions. (Urban Crossroads, Inc., 2016d, p. 51)

Table 4-18 Horizon Year (2040) Off-Site Project-Related Traffic Noise Impact

ID	Road	Segment	Adjacent Planned Land Use[1]	CNEL at Adjacent Land Use (dBA)[2]			Noise-Sensitive Land Use?	Threshold Exceeded?[3]
				No Project	With Project	Project Addition		
1	Palmetto Av.	s/o Renaissance Pkwy.	Residential	68.2	68.3	0.1	Yes	No
2	Palmetto Av.	s/o Driveway 1	Residential	68.2	68.3	0.1	Yes	No
3	Alder Av.	s/o SR-210 Fwy.	Freeway Commercial	76.3	77.1	0.8	No	No
4	Alder Av.	s/o Renaissance Pkwy.	Freeway Commercial	76.1	76.1	0.0	No	No
5	Renaissance Pkwy.	w/o Palmetto Av.	Residential	71.3	71.3	0.0	Yes	No
6	Renaissance Pkwy.	e/o Palmetto Av.	Freeway Commercial	71.4	71.5	0.1	No	No
7	Renaissance Pkwy.	e/o Driveway 3	Freeway Commercial	71.4	73.5	2.1	No	No
8	Renaissance Pkwy.	e/o Driveway 4	Freeway Commercial	72.1	73.9	1.8	No	No
9	SR-210 Fwy.	w/o Alder Av.	Freeway Commercial	79.2	79.3	0.1	No	No
10	SR-210 Fwy.	e/o Alder Av.	Freeway Commercial	78.7	78.8	0.1	No	No

[1] Sources: City of Rialto Renaissance Specific Plan, Figure 2-2 Land Use Diagram.
[2] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the nearest adjacent land use.
[3] Significance Criteria. Refer to Table 4-10).
(Urban Crossroads, Inc., 2016d, Table 7-12)

C. Operational Noise Impacts

This section analyzes the potential stationary-source operational impacts at the nearby receiver locations, resulting from operation of the proposed Project. At the time the Project's noise study was prepared the proposed Project's building users were unknown. To present the potential worst-case (loudest) noise conditions, this analysis assumes the Project would be operational 24 hours per day, seven days per week. The Project business operations would primarily be conducted within the enclosed buildings, with the exception of traffic movement, parking, as well as loading and unloading of trucks at designated loading bays. The on-site Project-related noise sources are expected to include: idling trucks, delivery truck activities, parking, backup alarms, refrigerated containers or reefers, as well as loading and unloading of dry goods. (Urban Crossroads, Inc., 2016d, pp. 55-56)

Receiver Locations

Representative sensitive receivers in the vicinity of the Project site include the single-family residential homes represented by locations R1 to R4 in the City of Fontana as shown on Exhibit 8-A of the Project's noise study (*Appendix H1*). The closest sensitive receiver is represented by location R1 where an existing residential home is located west of Palmetto Avenue, and approximately 76 feet west of the Project site boundary. Other sensitive land uses in the Project study area that are located at greater distances than those identified in the Project's noise study would experience lower noise levels due to the additional attenuation from distance and the shielding of intervening structures. (Urban Crossroads, Inc., 2016d, p. 53) A brief description of the four representative sensitive receivers is provided below.

- Located approximately 76 feet west of the Project site on Coronado Avenue, R1 represents the existing residential homes closest to the Project site. A long-term noise measurement was taken near this location, L2, to describe the existing ambient noise environment.

- Location R2 represents existing residential homes located approximately 94 feet west of the Project site on Kaiser Avenue.

- Location R3 represents the existing residential homes situated southwest of the Project site at a distance of approximately 231 feet west of Palmetto Avenue. A long-term noise measurement was taken near this location, L3, to describe the existing ambient noise environment.

- Location R4 represents the existing residential homes located approximately 783 feet southwest of the Project site on Kaiser Avenue. A long-term noise measurement was taken near this location, L4, to describe the existing ambient noise environment. (Urban Crossroads, Inc., 2016d, p. 53)

Reference Noise Levels

Because the future tenants of the proposed Project are unknown, to estimate the off-site operational noise impacts associated with the proposed Project, the reference noise level measurements were collected from similar currently operating buildings that produce similar operational noise sources as would be expected at the Project site. Based on the reference noise level measurements, to describe the worst-case Project-only operational noise levels associated with the proposed Project, the Project's noise analysis relies on a reference noise level of 65.7 dBA Leq at a uniform distance of 50 feet. While the specific noise levels at the Project site will depend on the actual building users and the intensity and the daytime / nighttime hours of operation, a reference noise level of 65.7 dBA Leq at a normalized distance of 50 feet is used to describe the peak Project operational noise activity since it represents similar operational characteristics. The reference noise levels are intended to describe noise level impacts associated with the expected typical warehouse, distribution storage, and warehouse operations at the Project site. (Urban Crossroads, Inc., 2016d, p. 58, pp. 56 and 58)

Project Operational Noise Levels

Using the reference noise levels to represent typical building user operations that include idling trucks, delivery truck activities, parking, backup alarms, refrigerated containers or reefers, as well as loading and unloading of dry goods, Urban Crossroads, Inc. calculated the operational source noise levels that are expected to be generated at the Project site and the Project-related noise level increases that would be experienced at each of the sensitive receiver locations. The operational noise level calculations, shown in Table 4-19, *Project Operational Noise Level Projections*, account for the distance attenuation provided due to geometric spreading when sound from a localized stationary source (i.e., a point source) propagates uniformly outward in a spherical pattern. With geometric spreading, sound levels attenuate (or decrease) at a rate of 6 dB for each doubling of distance from a point source (e.g. idling trucks, delivery truck activities, parking, backup alarms, loading and unloading of dry goods) under the hard site conditions used in the Project's noise analysis. As identified in Table 4-19, noise levels associated with the proposed Project are expected to range from 35.4 to 45.7 dBA Leq at the nearby sensitive receiver locations. Based on the results of the noise analysis, the Project operational noise levels would satisfy

the City of Fontana exterior noise level standards at the nearby sensitive receiver locations, and therefore, the operational noise impacts would be less than significant. (Urban Crossroads, Inc., 2016d, p. 59)

Table 4-19 Project Operational Noise Level Projections

Receiver Location[1]	Project Noise (dBA Leq)[2]	Distance From Source To Receiver (Feet)[3]	Attenuation (dBA Leq)		Noise Level At Receiver Locations (dBA Leq)[5]
			Distance[4]	Existing Noise Barriers	
R1	65.7	424'	-18.6	-5.4	41.7
R2	65.7	270'	-14.6	-5.4	45.7
R3	65.7	378'	-17.6	-5.4	42.7
R4	65.7	870'	-24.8	-5.5	35.4

[1] See Exhibit 9-A of *Technical Appendix H1* for the noise receiver and noise source locations.
[2] Worst-case Project-only reference noise level f
[3] Estimated distances to nearest loading dock activities.
[4] Noise levels diminish at a rate 6 dBA per doubling of distance and a reference distance of 50 feet.
[5] Calculated Project stationary source noise levels (Appendix 9.2 of *Technical Appendix H1)*.
(Urban Crossroads, Inc., 2016d, Table 9-2)

Project Operational Noise Contribution

To describe the Project operational noise level contributions, the Project operational noise levels are combined with the existing ambient noise levels measurements for the nearby receiver locations potentially impacted by Project operational noise sources. As indicated in Table 4-20, *Project Daytime Noise Level Contributions*, the highest Project-related daytime operational noise level increase would approach 0.1 dBA Leq. During the nighttime hours, the highest Project-related noise level increase would approach 0.1 dBA Leq, as shown on Table 4-21, *Project Nighttime Noise Level Contributions*. Because the Project-related operational noise level contributions would not exceed the significance criteria, the increases at the sensitive receiver locations would be less than significant. On this basis, Project operational stationary-source noise would not result in a substantial temporary/periodic, or permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project, and impacts in these regards would be less than significant. (Urban Crossroads, Inc., 2016d, p. 61)

Table 4-20 Project Daytime Noise Level Contributions

Receiver Location[1]	Total Project Operational Noise Level[2]	Measurement Location[3]	Reference Ambient Noise Levels[4]	Combined Project and Ambient[5]	Project Contribution[6]	Threshold Exceeded?[7]
R1	41.7	L2	62.8	62.8	0.0	No
R2	45.7	L2	62.8	62.9	0.1	No
R3	42.7	L3	63.2	63.2	0.0	No
R4	35.4	L4	58.7	58.7	0.0	No

[1] See Exhibit 9-A of Technical Appendix H1 for the sensitive receiver locations.
[2] Total Project operational noise levels as shown on Table 4-19.
[3] Reference noise level measurement locations as shown on Exhibit 5-A of Technical Appendix H1.
[4] Observed daytime ambient noise levels as shown on Table 4-13.
[5] Represents the combined ambient conditions plus the Project activities.
[6] The noise level increase expected with the addition of the proposed Project activities.
[7] Significance Criteria. Refer to Table 4-10.
(Urban Crossroads, Inc., 2016d, Table 9-3)

Table 4-21 Project Nighttime Noise Level Contributions

Receiver Location[1]	Total Project Operational Noise Level[2]	Measurement Location[3]	Reference Ambient Noise Levels[4]	Combined Project and Ambient[5]	Project Contribution[6]	Threshold Exceeded?[7]
R1	41.7	L2	60.2	60.3	0.1	No
R2	45.7	L2	60.2	60.3	0.1	No
R3	42.7	L3	62.2	62.2	0.0	No
R4	35.4	L4	55.2	55.2	0.0	No

[1] See Exhibit 9-A of Technical Appendix H1 for the sensitive receiver locations.
[2] Total Project operational noise levels as shown on Table 4-19.
[3] Reference noise level measurement locations as shown on Exhibit 5-A of Technical Appendix H1.
[4] Observed daytime ambient noise levels as shown on Table 4-13.
[5] Represents the combined ambient conditions plus the Project activities.
[6] The noise level increase expected with the addition of the proposed Project activities.
[7] Significance Criteria. Refer to Table 4-10.
(Urban Crossroads, Inc., 2016d, Table 9-4)

D. Comparison to RSP Final EIR

The results of the construction noise and vibration analysis for the proposed Project show that the unmitigated noise and vibration levels from Project construction are considered to be less than significant. The study found construction noise impacts to be potentially significant, and required mitigation. Because the unmitigated Project-related construction noise levels would be less than

significant in all but the *RSP Final EIR* mitigation measures that apply to construction noise are not required to be applied to the proposed Project. Regardless, out of an abundance of caution, the City will require the Project to comply with *RSP Final EIR* MM N-1 through N-4.

The results of the Project's off-site traffic noise analysis indicate that the long-term noise impacts due to the proposed Project would be less than significant under all traffic scenarios. The *RSP Final EIR* identifies a significant and unavoidable impact for off-site traffic noise due to the RSP project. Based on the findings of the proposed Project's noise study (*Technical Appendix H1*), the proposed Project would result in off-site traffic noise impacts which are less than that calculated in the *RSP Final EIR.* (Urban Crossroads, Inc., 2016d, p. 51)

Using reference noise levels to represent the expected noise sources from the Project site, the Project's noise impact analysis (*Technical Appendix H1)* calculates the Project-related stationary-source noise levels at nearby sensitive receiver locations. The analysis demonstrates that the Project would not contribute a significant operational noise level impact to the existing ambient noise environment at any of the sensitive receiver locations. Therefore, the operational noise level impacts associated with the proposed 24-hour seven days per week Project activities, such as the idling trucks, delivery truck activities, parking, backup alarms, refrigerated containers or reefers, as well as loading and unloading of dry goods, would be less than significant. (Urban Crossroads, Inc., 2016d, p. 2).

The results of the proposed Project's noise study demonstrate that the proposed Project would contribute less than significant construction- and operation- related vibration impacts under all analysis scenarios with the exception of a 5.0 dBA CNEL increase on the segment of W. Renaissance Parkway east of Driveway 4 in the Existing plus Project condition (2016), which would not actually materialize in a real-world situation because the Project would not be operational until 2018. As such, mitigation would not be necessary. In all other analysis scenarios, the unmitigated Project-related noise and vibration levels would be less than significant, and mitigation would not be required. The *RSP Final EIR*, however, identifies potentially significant noise and vibration levels requiring mitigation measures to reduce them to less than significant levels.

Table 4-22 Significance Findings and the RSP Final EIR

Analysis	Report Section	Significance Findings of Project		Significance Findings of Renaissance SP EIR	
		Unmitigated	Mitigated	Unmitigated	Mitigated
Off-Site Traffic Noise	7	*Less Than Significant*	*n/a*	*Potentially Significant*	*Significant & Unavoidable*
Operational Noise	9	*Less Than Significant*	*n/a*	*Potentially Significant*	*Less Than Significant*
Operational Vibration		*Less Than Significant*	*n/a*	*Potentially Significant*	*Less Than Significant*
Construction Noise	10	*Less Than Significant*	*n/a*	*Potentially Significant*	*Less Than Significant*
Construction Vibration		*Less Than Significant*	*n/a*	*Potentially Significant*	*Less Than Significant*

[1] Source: *RSP Final EIR*
"n/a" = No mitigation required since the impact will be less than significant
"Report Section" relates to the Project's Noise Report, attached as *Technical Appendix H1*).
(Urban Crossroads, Inc., 2016d, Table ES-1)

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?

RSP Final EIR Finding: The *RSP Final EIR* considered impacts as less than significant and no mitigation was required. (Urban Crossroads, Inc., 2016d, Table 1-1)

No Substantial Change from Previous Analysis: The closest airport which would require additional noise analysis under Thresholds (e) and (f) is the Rialto Municipal Airport (RMA); however, RMA airport operations were permanently ceased by the time of preparation of the proposed Project's noise study therefore, the potential impacts under Thresholds (e) and (f) are considered less than significant and were not required to be analyzed in the proposed Project's noise study(*Technical Appendix H1*). (Urban Crossroads, Inc., 2016d, p. 25)

Mitigation: Project-related construction noise levels would be less than significant; therefore, the *RSP Final EIR* mitigation measures related to the mitigation of potentially significant construction noise impacts are not required. Regardless, out of an abundance of caution, the City will apply MM N-1 through N-4 through conditions of approval, as indicted below. In addition, MM N-5 will be supplemented by conditions of approval to address Project-related stationary noise sources. The

proposed Project has complied with MM N-5, N-6, and N-7 by its preparation of a noise study (*Technical Appendix H1*), which found impacts to be less than significant.

N-1 Construction activities shall be limited to the City's allowable hours of construction activities shown in Table 4.11-2 in accordance with the City's Noise Ordinance.

In compliance with MM N-1, the City will apply the following conditions on the Project:

- Prior to approval of grading plans and/or issuance of building permits, plans shall include a note indicating that noise-generating Project construction activities shall only occur between the hours of 7:00 a.m. to 5:30 p.m. Monday through Friday from October 1st to April 30th, 6:00 a.m. to 7:00 p.m. Monday through Friday from May 1st to September 30th, and 8:00 a.m. to 5:00 p.m. on Saturdays any time of year; with no activity allowed on Sundays or state holidays. The Project construction supervisor shall ensure compliance with the permitted construction hours.

- The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment (between the hours of 7:00 a.m. to 5:30 p.m. Monday through Friday from October 1st to April 30th, 6:00 a.m. to 7:00 p.m. Monday through Friday from May 1st to September 30th, and 8:00 a.m. to 5:00 p.m. on Saturdays any time of year; with no activity allowed on Sundays or state holidays). The contractor shall design delivery routes to minimize the exposure of sensitive land uses or residential dwellings to delivery truck-related noise.

N-2 All construction equipment shall use noise-reduction features (e.g., mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer.

In compliance with MM N-2, the City will apply the following conditions on the Project:

- During all Project site construction, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards.

N-3 Construction staging and heavy equipment maintenance activities shall be performed a minimum distance of 300 feet from any nearby noise sensitive uses, unless safety or technical factors take precedence.

In compliance with MM N-3, the City will apply the following conditions on the Project:

- The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receivers nearest the Project site (i.e., to the center) during all Project construction.

N-4 Stationary combustion equipment such as pumps or generators operating within 300 feet of any nearby noise sensitive uses shall be shielded with a noise protection barrier.

A noise study was prepared for the Project by Urban Crossroads, Inc., which made the following recommendations related to stationary noise on the Project site. The City will thus apply the following conditions of approval to the Project:

- All on-site operating equipment under the control of the building user that is used in outdoor areas shall be equipped with properly functioning and well-maintained mufflers.
- Quality pavement conditions shall be maintained on the property that are free of vertical deflection (i.e. speed bumps) to minimize truck noise.
- The truck access gates and loading docks within the truck court on the Project site shall be posted with signs which state:
  - Truck drivers shall turn off engines when not in use;
  - Diesel trucks servicing the Project shall not idle for more than five (5) minutes; and
  - Post telephone numbers of the building facilities manager to report idling violations. (Urban Crossroads, Inc., 2016d, p. 2)

N-5 The City shall require that a noise impact analysis be prepared for all proposed residential subdivisions within the Specific Plan and for any commercial or business developments located adjacent to existing or proposed noise sensitive land uses. Each noise impact analysis shall identify potential construction noise impacts and provide mitigation, if necessary to reduce the construction noise impacts to within the City noise level standards of the Noise Element of the Rialto General Plan.

In compliance with MM N-5, a noise study was prepared for the Project by Urban Crossroads, Inc. Construction-related noise impacts were found to be less than significant.

To mitigate the long term/operational related noise impacts for the year 2011 to build-out conditions, the following measures shall be implemented:

N-6 The City shall require that a noise impact analysis be prepared for all proposed residential subdivisions within the Specific Plan and any proposed commercial retail or business uses located adjacent to Alder Avenue, Baseline Road, SR-210, or adjacent to other sensitive on-site or off-site uses. Each noise impact analysis shall identify potential direct, project- related, transportation noise impacts and provide mitigation, if necessary, to reduce the traffic noise impacts as well as other onsite stationary noise impacts to within the City noise level standards of the Land Use Element of the Rialto General Plan.

In compliance with MM N-6, a noise study was prepared for the Project by Urban Crossroads, Inc. Traffic-related and stationary noise impacts were found to be less than significant.

To mitigate the short term/construction vibration-related impacts, the following measure shall be implemented:

N-7 The City shall require that a vibration impact analysis be prepared for all proposed residential subdivisions within the Specific Plan and for any commercial or business developments located adjacent to existing or proposed vibration sensitive land uses. Each vibration impact analysis shall identify potential construction-related vibration impacts and provide mitigation, if necessary, to reduce the construction to within the County vibration level standards.

In compliance with MM N-07, a noise study was prepared for the Project by Urban Crossroads, Inc. Construction-related vibration impacts were found to be less than significant.

To mitigate the long term/operational related vibration-related impacts for the year 2011 to build-out conditions, the following measure shall be implemented:

N-08 The City shall require that a vibration impact analysis be prepared for any commercial or business developments located adjacent to existing or proposed vibration sensitive land uses. Each vibration impact analysis shall identify potential sources of vibration impacts and provide mitigation, if necessary, to reduce the vibration impacts to within the County standards.
In compliance with MM N-08, a noise study was prepared for the Project by Urban Crossroads, Inc. Construction-related vibration impacts were found to be less than significant.

4.12 POPULATION AND HOUSING

Would the Project:

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?

RSP Final EIR Finding: The *RSP Final EIR* considered impacts to population and housing as less than significant and no mitigation was required (City of Rialto, 2010b, Table 1-1). As a mixed-use community, the *RSP Final EIR* determined that proposed residential uses would be located near commercial and business centers with employment opportunities, as well as schools, parks, and shopping areas, such that the uses would complement each other and not induce substantial growth that would have indirect environmental effects. Also, the *RSP Final EIR* disclosed that implementation of the RSP would not displace a substantial amount of existing housing or people.

No Substantial Change from Previous Analysis: The Project proposes the construction and operation of three warehouse buildings on the Project site and does not propose any housing. Although the *RSP Final EIR* evaluated the Project site with a Freeway Commercial (FC) use and the Project is proposing a Business Center (BC) use, both land use types are employment generators and the change from FC to BC would not substantially change the jobs to housing ratio within the RSP area. The proposed Project is an employment-generating use and not a population-generating use. Under existing conditions, the Project site is vacant and undeveloped and does not contain existing housing. The Project site is served by existing public roadways and utility infrastructure is already installed beneath public rights of way that abut the property. As such, implementation of the proposed Project would not induce substantial growth in the area either directly or indirectly. Consistent with the *RSP Final EIR* finding, impacts would be less than significant and no mitigation is required.

Because the Project site is vacant and undeveloped and does not contain any residential structures under existing conditions, implementation of the proposed Project would not displace substantial numbers of existing housing or numbers of people, necessitating the construction of replacement housing elsewhere. Consistent with the *RSP Final EIR* finding, impacts would be less than significant and no mitigation is required.

Mitigation: None required by the *RSP Final EIR* and none required for the proposed Project.

Conclusion: Impacts would be less than significant. Implementation of the proposed Project would not result in any new impacts or increase the severity of any previously identified significant impact associated with the environmental factor of population and housing.

4.13 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 fire protection, police protection, schools, parks, and other public facilities?

RSP Final EIR Finding: The *RSP Final EIR* considered impacts as less than significant and no mitigation was required. Development within the RSP project area would increase the demand for public services in the RSP area. All development within the RSP project area would have to pay appropriate school impact fees to the appropriate school district, and development impact fees to both the fire and police departments. The RSP project would pay its fair share of annual recurring costs to the City via various existing tax and revenue mechanisms. Therefore, the impact from the RSP project on public services was determined to be less than significant. The payment of required development fees for schools, police protection and other services was concluded to offset the incremental impacts of the RSP project on demand for these public services. (City of Rialto, 2010b, Table 1-1) (City of Rialto, 2010a, pp. 4.13-7 and 4.13-8)

No Substantial Change from Previous Analysis: The Project Applicant would be required to pay the development fees for schools, police protection and other services. Consistent with the *RSP Final EIR*, the payment of required development fees for schools, police protection and other services will offset the incremental impacts of the RSP project on demand for these public services. Consistent with the *RSP Final EIR* finding, impacts would be less than significant and no mitigation is required.

Mitigation: None required by the *RSP Final EIR* and none required for the proposed Project.

Conclusion: Impacts would be less than significant. Implementation of the proposed Project would not result in any new impacts or increase the severity of any previously identified significant impact associated with the environmental factor of public services.

4.14 RECREATION

Would the Project:

a) 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) Require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

RSP Final EIR Finding: The *RSP Final EIR* determined that no mitigation was required because project design and compliance with existing City requirements including the dedication of land and/or in-lieu park fees, would make recreational impacts less than significant (City of Rialto, 2010b, Table 1-1) (City of Rialto, 2010a, p. 4.14-8).

No Substantial Change from Previous Analysis: The Project proposes the construction and operation of three warehouse buildings on the Project site with a Business Center (BC) land use designation. The Project does not propose any type of residential use or other land use that may generate a population that would increase the use of existing neighborhood and regional parks or other recreational facilities in the Project site's vicinity. Accordingly, implementation of the Project would not result in the increased use or substantial physical deterioration of an existing neighborhood, regional park or other recreational facility. Consistent with the *RSP Final EIR* finding, impacts would be less than significant and no mitigation is required.

he Project does not propose to construct any new on- or off-site recreation facilities nor does the Project propose to expand any existing off-site recreational facilities. Therefore, implementation of the proposed Project has no potential to result in adverse environmental physical effects related to the recreational facilities or the construction or expansion of recreational facilities. Consistent with the *RSP Final EIR* finding, impacts would be less than significant and no mitigation is required.

Mitigation: None required by the *RSP Final EIR* and none required for the proposed Project.

Conclusion: Impacts would be less than significant. Implementation of the proposed Project would not result in any new impacts or increase the severity of any previously identified significant impact associated with the environmental factor of recreation.

4.15 TRANSPORTATION

Would the Project:

a) ***Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?***

RSP Final EIR Finding: The *RSP Final EIR* determined that development associated with the RSP would result in a significant and substantial increase in the existing traffic load and capacity of the roadway system. Level of service (LOS) would be exceeded at certain intersections and there would be a substantial change in traffic patterns. Therefore, the *RSP Final EIR* determined that impacts due to increased traffic would be potentially significant without implementation of mitigation measures. (City of Rialto, 2010a, p. 4.15-84) With the implementation of MM T-1, in conjunction with the payment of traffic fees that have been established by the City of Rialto on a City-wide basis, the *RSP Final EIR* determined that minimum LOS standards would be maintained at the study area intersections where significant RSP project impacts were identified. Therefore, the impact due to the increased traffic at area intersections was determined to be less than significant after implementation of MM T-1. (City of Rialto, 2010a, p. 4.15-101)

Impacts associated with adding traffic to freeway segments was determined to be significant and unavoidable (City of Rialto, 2010c, Table 1-1).

No Substantial Change from Previous Analysis: Urban Crossroads, Inc. prepared a Traffic Impact Analysis (TIA), dated July 19, 2016 included as *Technical Appendix I1* and a Supplemental Assessment dated August 8, 2016 included as *Technical Appendix I2* to this EIR Addendum (Urban Crossroads, 2016e) (Urban Crossroads, Inc., 2016f). As directed by City of Rialto staff, the Project's (TIA) was prepared in accordance with the City of Rialto Traffic Study Guidelines (December 2013) and also where appropriate (for analysis related to Threshold (b) below), addresses requirements as identified by the San Bernardino County Congestion Management Program (CMP) *Guidelines for CMP Traffic Impact Analysis Reports* (Appendix C, 2005 Update), the California Department of Transportation (Caltrans) *Guide for the Preparation of Traffic Impact Studies* (December 2002), and consultation with City staff during the scoping process. The approved Project Traffic Scoping Agreement is provided in Appendix 1.1 of the TIA (*Appendix I1*) (Urban Crossroads, 2016e, p. 1) The purpose of the Supplemental Assessment (*Technical Appendix I2*) was to compare the potential impacts and recommended improvements identified in the Project's TIA to the analysis results from the *RSP Final EIR* (Urban Crossroads, Inc., 2016f, p. 1).

Analysis:

For purposes of analysis the Project's TIA assumed the following driveways would provide access to the Project site.

- Driveway 1 at Palmetto Avenue – Full Access (Passenger cars only)
- Driveway 2 at W. Renaissance Parkway – Full Access (Passenger cars and trucks)
- Driveway 3 at W. Renaissance Parkway – Right in-Right Out (RIRO) (Passenger cars and trucks)

A. Intersections

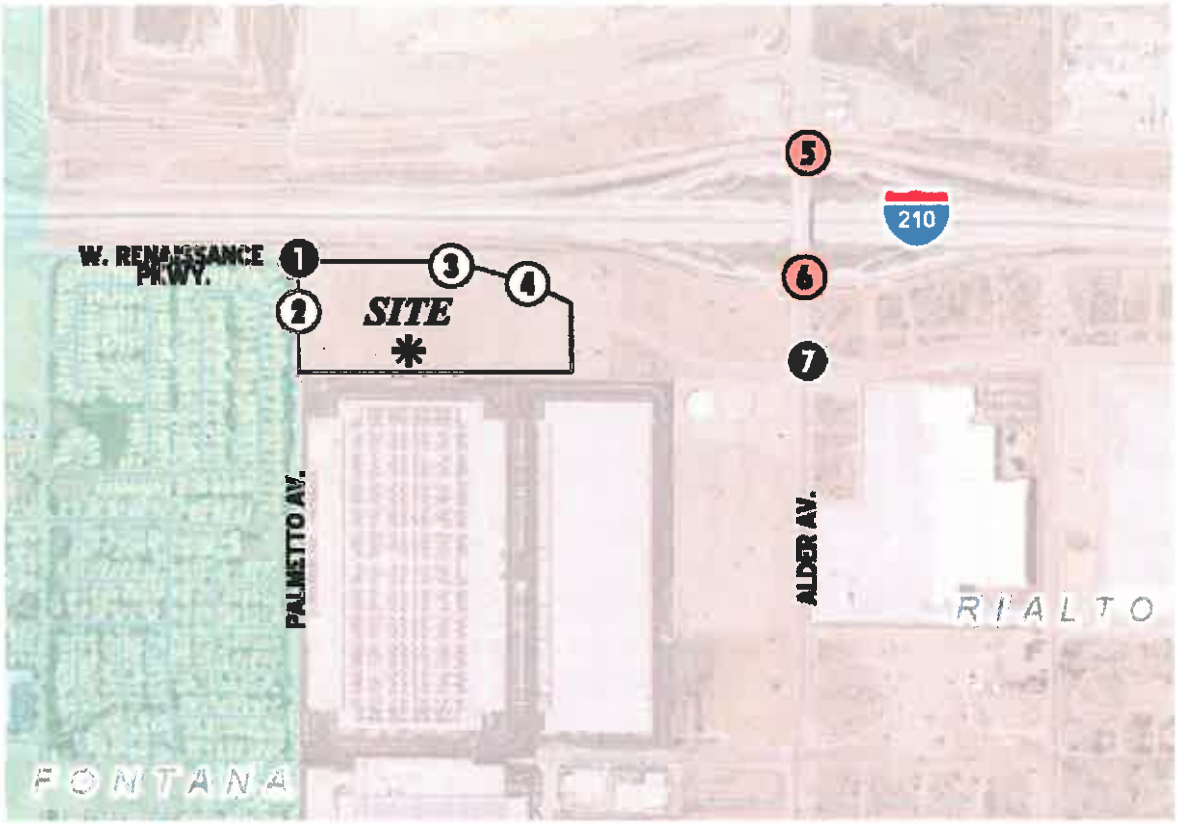
The proposed Project's seven study area intersections listed in Table 4-23, *Intersection Analysis Locations* and depicted in Figure 4-1, *Location Map*, were selected for the Project's TIA based on consultation with City of Rialto staff. In general, the study area includes intersections where the proposed Project is anticipated to contribute 50 or more peak hour trips. The "50 peak hour trip" criterion utilized by the City of Rialto is consistent with the methodology employed by the County of San Bernardino, and generally represents a minimum number of trips at which a typical intersection would have the potential to be substantively impacted by a given development proposal. (Urban Crossroads, 2016e, p. 5)

Table 4-23 Intersection Analysis Locations

ID	Intersection Location	Jurisdiction	CMP?
1	Palmetto Av. / Highland Av./W. Renaissance Pkwy.	City of Rialto, City of Fontana	No
2	Palmetto Av. / Driveway 1 – Future Intersection	City of Rialto, City of Fontana	No
3	Driveway 2 / W. Renaissance Pkwy. – Future Intersection	City of Rialto	No
4	Driveway 3 / W. Renaissance Pkwy. – Future Intersection	City of Rialto	No
5	Alder Av. / I-210 Westbound Ramps	City of Rialto, Caltrans	Yes
6	Alder Av. / I-210 Eastbound Ramps	City of Rialto, Caltrans	Yes
7	Alder Av. / W. Renaissance Pkwy.	City of Rialto	No

(Urban Crossroads, 2016e, Table 1-1)

Figure 4-1 Location Map



LEGEND:

- = EXISTING INTERSECTION ANALYSIS LOCATION
- = FUTURE INTERSECTION ANALYSIS LOCATION
- = CMP INTERSECTION

(Urban Crossroads, 2016e, Exhibit 2-1)

B. Roadway Segments

The roadway segment study area utilized in the Project's TIA is based on consultation with City staff as identified in Table 4-24, *Roadway Segment Analysis Locations*. The study area identifies a total of three existing roadway segments. (Urban Crossroads, 2016e, Table 1-2 and p. 7)

Table 4-24 Roadway Segment Analysis Locations

ID	Roadway Segment Location	Jurisdiction
1	W. Renaissance Pkwy. – West of Alder Av.	City of Rialto
2	Alder Av. – Between I-210 and Renaissance Pwy.	City of Rialto
3	Highland Av. – West of Palmetto Av.	City of Fontana

(Urban Crossroads, 2016e, Table 1-3)

C. *Project Trip Generation*

Trips generated by the proposed Project's land uses were calculated based on trip generation rates collected by the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 9th Edition, 2012.* The proposed Project is calculated to generate a net total of 2,033 passenger car equivalent (PCE) trip-ends per day on a typical weekday with approximately 173 PCE AM peak hour trips and 184 PCE PM peak hour trips. (Urban Crossroads, 2016e, p. 1)

The RSP currently approved land use of Freeway Commercial (FC) land use is calculated to generate a net total of approximately 5,543 trip-ends per day with 132 AM peak hour trips and 492 PM peak hour trips. As discussed in Section 2.0, *Project Description*, the Project Applicant has applied for a Specific Plan Amendment (SPA) to change the zoning designation of the Project site from Freeway Commercial (FC) to Business Center (BC) to accommodate the type of development and the Floor to Area Ratio (FAR) proposed by the Project. The BC land use category accommodates larger industrial, distribution, and manufacturing uses. (City of Rialto, 2010a, Table 3-3). As shown on Table 4-25, *Project Trip Generation Comparison*, the development of the proposed Project is calculated to generate 3,509 fewer trip-ends per day with 310 fewer PM peak hour trips as compared to the currently approved land use of Freeway Commercial (FC). The additional 39 peak hour trips would have a de minus effect on traffic impacts in the peak hour. Thus, the proposed Project reduces the daily traffic as previously evaluated in the *RSP Final EIR*. (Urban Crossroads, Inc., 2016f, p. 1 and 3 and Table 1)

Table 4-25 Project Trip Generation Comparison

Land Use[1]	Quantity	Units[2]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Renaissance Specific Plan - Currently Approved Land Use									
Freeway Commercial[3]	196.673	TSF							
Subtotal:			118	71	189	350	380	730	8,398
Pass-by reduction:			-28	-28	-57	-119	-119	-238	-2,855
		Total	**90**	**42**	**132**	**231**	**261**	**492**	**5,543**
Proposed Project Trip Generation									
Warehousing[4]	340.715	TSF							
Passenger Cars:			49	12	61	16	49	65	728
Truck Trips:									
2-axle:			1	0	1	0	1	1	15
3-axle:			18	5	23	6	18	24	272
4+-axle:			69	17	86	23	69	92	1,019
- Net Truck Trips			*88*	*22*	*110*	*29*	*88*	*117*	*1,306*
		Total	**137**	**34**	**171**	**45**	**137**	**182**	**2,034**
		VARIANCE	**47**	**-8**	**39**	**-186**	**-124**	**-310**	**-3,509**

[1] Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Ninth Edition (2012).
[2] TSF = thousand square feet
[3] Square footage based on 18.06 acres at 0.25 FAR per the Specific Plan.
[4] Trip generation source: Palmetto Av. & Renaissance Pkwy. Traffic Impact Analysis.
(Urban Crossroads, Inc., 2016f, Table 1)

D. Analysis Scenarios

For the purposes of the Project's TIA, Urban Crossroads, Inc. assessed potential impact to traffic and circulation for the following conditions:

- Existing (2016) Conditions
- Existing Plus Project Conditions (E+P)
- Existing Plus Ambient Growth Plus Project (E+A+P)
- Existing Plus Ambient Growth Plus Project Plus Cumulative (E+A+P+C)
- Horizon Year (2040) Without Project
- Horizon Year(2040) With Project (Urban Crossroads, 2016e, p. 3)

E. Existing Circulation Network

The Project's study area includes a total of seven existing and future intersections as previously shown on Figure 4-1, where the proposed Project is calculated to contribute 50 or more peak hour trips. Figure 4-2, *Existing Number of Through Lanes and Intersection Controls*, depicts the study area intersections located near the proposed Project and identifies the number of through traffic lanes for existing roadways and intersection traffic controls.

F. Existing (2016) Conditions

The intersection LOS is based on the traffic volumes observed by Urban Crossroads during the peak hour conditions using traffic count data collected in March and April 2016. The following peak hours were selected for analysis in the TIA. (Urban Crossroads, 2016e, p. 47)

- Weekday AM Peak hour (peak hour between 7:00 AM and 9:00 AM)
- Weekday PM Peak Hour (peak hour between 4:00 and 6:00 PM)

The weekday AM and weekday PM peak hour count data is representative of typical peak hour traffic conditions in the Project study area. Urban Crossroads did not observe any conditions in the field that would indicate atypical traffic conditions on the count dates, such as construction activity or detour routes and near-by schools in session and operating on normal schedules. To represent the impact large trucks, buses and recreational vehicles have on traffic flow; all trucks were converted into PCEs. (Urban Crossroads, 2016e, p. 47)

<u>Existing (2016) Conditions Intersection Operations Analysis</u>
The study area intersections are currently operating an acceptable LOS (i.e., LOS D or better) during the peak hours (Urban Crossroads, Inc., 2016f, Table 3-1 and p. 52)

Existing (2016) Conditions Roadway Segment Analysis

The study area roadway segments are currently operating at an acceptable LOS based on the applicable planning level roadway capacity thresholds (Urban Crossroads, 2016e, table 3-2 and p. 52).

Existing (2016) Conditions Traffic Signal Warrants Analysis

Traffic signal warrants for Existing traffic conditions are based on existing peak hour turning volumes. There are no intersections that currently warrant a traffic signal for Existing traffic conditions. (Urban Crossroads, 2016e, p. 52)

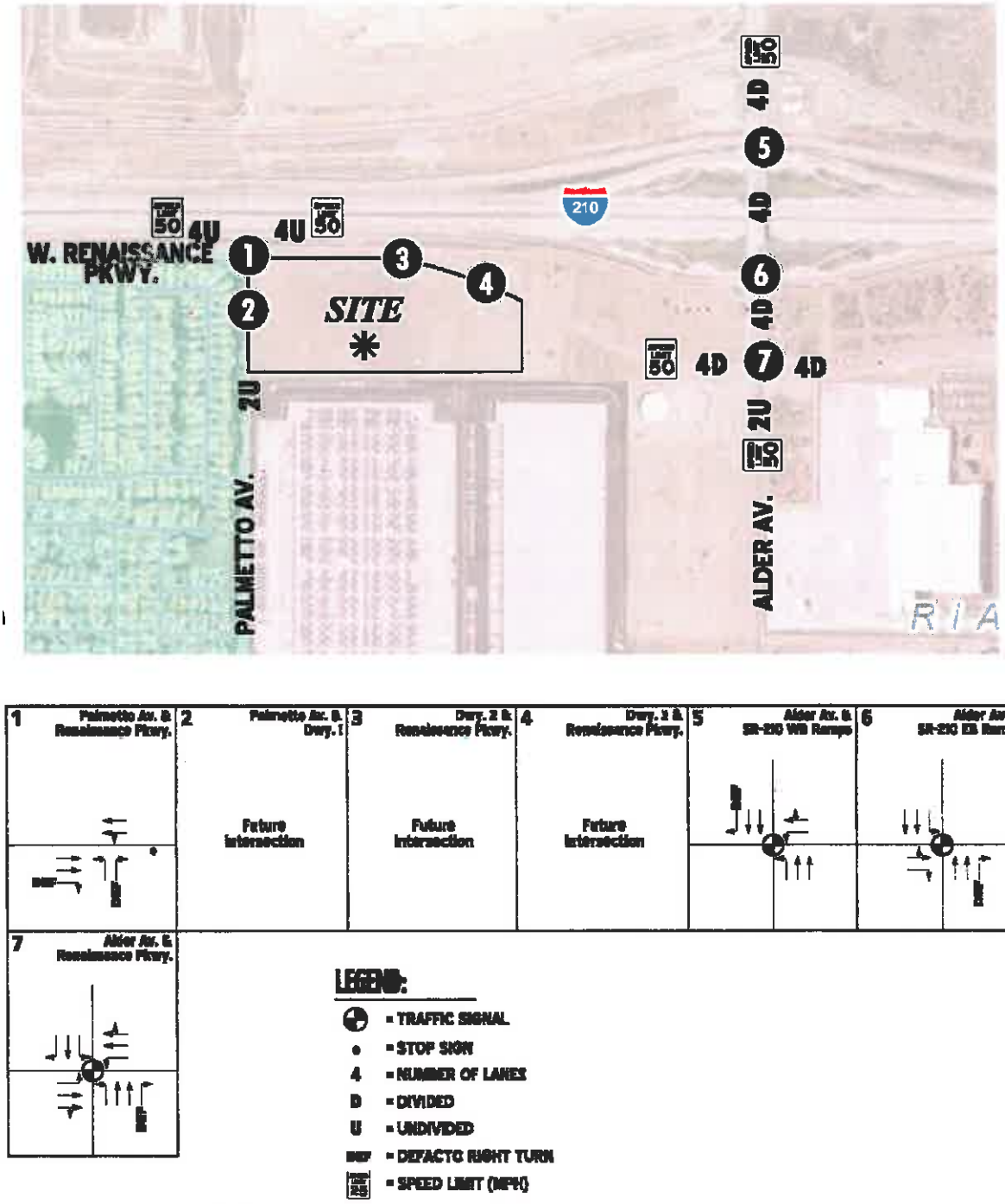
As identified on Table 4-26, *Intersection LOS for RSP Final EIR vs. Proposed Project's Existing Conditions*, the proposed Project's study area intersections were found to operate at acceptable LOS for Existing conditions in both the *RSP Final EIR* and the proposed Project's TIA. (Urban Crossroads, 2016e, p. 3, p. 3 and 8) (Urban Crossroads, Inc., 2016f, p. 5)

Table 4-26 Intersection LOS for RSP Final EIR vs. Proposed Project's Existing Conditions

#	Intersection	Traffic Control[1]	Existing - SP[2]				Existing - TIA[3]			
			Delay (secs.)		Level of Service		Delay (secs.)		Level of Service	
			AM	PM	AM	PM	AM	PM	AM	PM
1	Palmetto Av. / Renaissance Pwy.	CSS	Future Intersection				13.9	11.9	B	B
2	Palmetto Av. / Driveway 1		Not Applicable				Future Intersection			
3	Driveway 2 / Renaissance Pwy.		Not Applicable				Future Intersection			
4	Driveway 3 / Renaissance Pwy.		Not Applicable				Future Intersection			
5	Alder Av. / I-210 Westbound Ramps	TS	20.9	17.4	C	B	13.3	16.4	B	B
6	Alder Av. / I-210 Eastbound Ramps	TS	20.9	23.1	C	C	10.7	17.9	B	B
7	Alder Av. / Renaissance Pkwy.	TS	19.6	18.1	B	B	23.8	20.8	C	C

[1] CSS = Cross=street Stop; TS = Traffic Signal
[2] Source: RSP Final EIR
[3] Proposed Project's TIA (*Technical Appendix I*)
(Urban Crossroads, Inc., 2016f, Table 2)

Figure 4-2 Existing Number of Through Lanes and Intersection Controls



(Urban Crossroads, 2016e:,)

G. E+P Conditions

The Existing Plus Project (E+P) analysis determines circulation system deficiencies that would occur on the existing roadway system in the scenario of the proposed Project being placed on Existing conditions. The E+P analysis is intended to identify the Project-specific traffic impacts associated solely with the development of the proposed Project based on a comparison of the E+P traffic conditions to Existing (2016) conditions.

E+P Roadway Improvements

The lane configurations and traffic controls assumed to be in place for E+P conditions are consistent with those previously identified in Figure 4-2, with the exception of the Project driveways and those facilities assumed to be in place or constructed by the proposed Project to provide site access also are assumed to be in place for E+P conditions. (Urban Crossroads, 2016e, p. 77)

E+P Traffic Volume Forecasts

The E+P scenario includes Existing traffic volumes plus Project traffic (Urban Crossroads, 2016e, p. 77).

E+P Intersection Operations Analysis

There are no study area intersections that are calculated to operate an unacceptable LOS during the peak hours under E+P conditions with the addition of Project traffic (Urban Crossroads, 2016e, Table 5-1 and Exhibit 5-2).

E+P Roadway Segment Analysis

Consistent with Existing (2016) traffic conditions, the addition of Project traffic is not calculated to result in any roadway segment deficiencies for E+P traffic conditions (Urban Crossroads, 2016e, Table 5-2 and p. 72).

E+P Traffic Signal Warrants Analysis

There are no traffic signals calculated to meet either peak hour volume or planning level (daily volume) based on traffic signal warrants with the addition of Project traffic for E+P traffic conditions (Urban Crossroads, 2016e, p. 82).

H. EAP (2018) Conditions

EAPC (2018) Roadway Improvements

The lane configurations and traffic controls assumed to be in place for EAP (2018) conditions are consistent with those previously identified in Figure 4-2, with the exception of the Project driveways and those facilities assumed to be in place to or constructed by the proposed Project to provide site access also are assumed to be in place for EAP (2018) conditions. (Urban Crossroads, 2016e, p. 89)

EAP (2018) Traffic Volume Forecasts

The EAPC (2018) scenario includes Existing traffic volumes plus an ambient growth factor of 4.04% and the addition of Project traffic (Urban Crossroads, 2016e, p. 89).

EAP (2018) Intersection Operations Analysis

All study area intersections are calculated to continue to operate at acceptable levels of services under EAP (2018) conditions (Urban Crossroads, 2016e, p. 89).

EAP (2018) Roadway Segment Analysis

There are no anticipated roadway segment capacity deficiencies for EAP (2018) traffic conditions (Urban Crossroads, 2016e, p. 89)

EAP (2018) Traffic Signal Warrants Analysis

There are no traffic signals anticipated to meet either peak hour volumes or planning level (daily volume) based traffic signal warrants for EAP traffic conditions (Urban Crossroads, 2016e, p. 94)

I. EAPC (2018) Traffic Conditions

EAPC (2018) Roadway Improvements

The lane configurations and traffic controls assumed to be in place for EAPC (2018) conditions are consistent with those previously identified in Figure 4-2, with the exception of the following:

- Driveways and those facilities assumed to be constructed by cumulative developments to provide site access are also assumed to be in place for EAPC (2018) (e.g., intersection and roadway improvements along the cumulative development's frontages and driveways).

- Project driveways and those facilities assumed to be in place prior to or constructed by the Project to provide access are also assumed to be in place for EAPC (2018) conditions. (Urban Crossroads, 2016e, p. 101)

EAPC (2018) Traffic Volume Forecasts

The EAPC (2018) scenario includes Existing traffic volumes plus an ambient growth factor of 4.04% in conjunction with the addition of cumulative project development and the addition of Project traffic (Urban Crossroads, 2016e, p. 101).

EAPC (2018) Intersection Operations Analysis

The following intersections are calculated to operate at an unacceptable LOS (LOS E or worse) under EAPC (2018) conditions.

- Alder Avenue/I-210 Westbound Ramps (#5) – LOS F AM and PM peak hours
- Alder Avenue/I-210 Eastbound Ramps (#6) – LOS F AM and PM peak hours
- Alder Avenue/ W. Renaissance Parkway (#7) - LOS F AM and PM peak hours (Urban Crossroads, 2016e, p. 101)

EAPC (2018) Roadway Segment Analysis

The following roadway segment is calculated to operate at an unacceptable LOS (i.e., LOS E or worse) for EAPC (2018) traffic conditions.

- Alder Avenue between I-210 and W. Renaissance Parkway (#2) - LOS F (Urban Crossroads, 2016e, p. 105).

EAPC (2018) Traffic Signal Warrants Analysis

The following study area intersection is anticipated to meet a peak hour volume based on traffic signal warrant for EAPC (2018) traffic conditions:

- Palmetto Avenue / W. Renaissance Parkway (#1) (Urban Crossroads, 2016e, p. 105)

As identified on Table 4-27, *Intersection LOS for RSP Final EIR EAPC (2020) vs. Proposed Project EAPC (2018) Conditions*, the intersections of Alder Avenue at the I-210 Westbound Ramps, I-210 Eastbound Ramps, and W. Renaissance Parkway were found to operate at an unacceptable LOS for EAPC conditions in both the *RSP Final EIR* and the proposed Project's TIA *(Technical Appendix I1)* (Urban Crossroads, Inc., 2016f, Table 4 and pp. 5 and 6).

Table 4-27 Intersection LOS for RSP Final EIR EAPC (2020) vs. Proposed Project EAPC (2018) Conditions

#	Intersection	Traffic Control[1]	EAPC (2020) - SP				EAPC (2018) - TIA			
			V/C		LOS[2]		Delay (secs.)		LOS[2]	
			AM	PM	AM	PM	AM	PM	AM	PM
1	Palmetto Av. / Renaissance Pwy.	CSS	--[4]	--[4]	C	C	32.7	34.4	D	D
2	Palmetto Av. / Driveway 1	CSS	Not Applicable				9.7	10.1	A	B
3	Driveway 2 / Renaissance Pwy.	CSS	Not Applicable				11.9	12.6	B	B
4	Driveway 3 / Renaissance Pwy.	CSS	Not Applicable				9.7	10.3	A	B
5	Alder Av. / I-210 Westbound Ramps	TS	**1.14**	**1.34**	**F**	**F**	**123.6**	**110.8**	**F**	**F**
6	Alder Av. / I-210 Eastbound Ramps	TS	**1.04**	**1.20**	**F**	**F**	**94.2**	**109.0**	**F**	**F**
7	Alder Av. / Renaissance Pkwy.	TS	**1.11**	**1.45**	**F**	**F**	**>200.0**	**110.1**	**F**	**F**

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS)
1 CSS = Cross-street Stop; TS = Traffic Signal; CSS = Improvement
2 LOS =Level of Service
3 Volume to capacity (V/C) not reported.
(Urban Crossroads, Inc., 2016f, Table 4)

J. Horizon Year (2040) Conditions

Horizon Year Roadway Improvements

The lane configurations and traffic controls assumed to be in place for EAPC (2018) conditions are consistent with those previously identified in Figure 4-2, with the exception of the following:

- Driveways and those facilities assumed to be constructed by cumulative developments to provide site access are also assumed to be in place for Horizon Year (2040) traffic conditions (e.g., intersection and roadway improvements along the cumulative development's frontages and driveways).

- Project driveways and those facilities assumed to be in place prior to or constructed by the proposed Project to provide access are also assumed to be in place for Horizon Year (2040) conditions. (Urban Crossroads, 2016e, p. 117)

Horizon Year (2040) Without Project Traffic Volume Forecasts

The Horizon Year (2040) Without Project scenario includes the refined post-processed volumes obtained from the recently updated San Bernardino Transportation Analysis Model (SBTAM) (Urban Crossroads, 2016e, p. 117).

Horizon Year (2040) Without Project Traffic Conditions - Intersection Operations Analysis

The following additional study area intersection is anticipated to operate at unacceptable LOS during one or more peak hours under Horizon Year (2040) without Project conditions:

- Palmetto Avenue / W. Renaissance Parkway (#1) - LOS F AM and PM peak hours (Urban Crossroads, 2016e, p. 120)

Horizon Year (2040) Without Project Traffic Conditions - Roadway Segment Analysis

There are no additional roadway segments anticipated to operate at an unacceptable LOS (i.e. LOS E or worse) for Horizon Year (2040) without Project Traffic conditions, in addition to the location previously identified for EAPC (2018) traffic conditions (Urban Crossroads, 2016e, p. 120).

Horizon Year (2040) Without Project Traffic Conditions - Traffic Signal Warrants Analysis

Urban Crossroads did not conduct a traffic signal analysis for Horizon Year (2040) Without Project traffic conditions because all locations are calculated to be warranted under EAPC (2018) conditions (Urban Crossroads, 2016e, p. 125).

Horizon Year (2040) With Project Traffic Volume Forecasts

The Horizon Year (2040) With Project scenario includes the Horizon Year (2040) without Project traffic forecasts plus the addition of traffic generated by the proposed Project (Urban Crossroads, 2016e, p. 117).

Horizon Year (2040) With Project Traffic Conditions - Intersection Operations Analysis

The addition of Project traffic is not calculated to result in any additional peak hour intersection deficiencies, in addition to those identified under Horizon Year (2040) Without Project traffic conditions (Urban Crossroads, 2016e, p. 120).

Horizon Year (2040) with Project Traffic Conditions - Roadway Segment Analysis

The addition of Project traffic is not calculated to result in any additional roadways segment deficiencies, in addition to those previously identified under Horizon Year (2040) Without Project traffic conditions (Urban Crossroads, 2016e, p. 120)

Horizon Year (2040) With Project Traffic Conditions - Traffic Signal Warrants Analysis

No new traffic signals are warranted for Horizon Year (2040) With Project traffic conditions, in addition to those previously warranted for EAPC (2018) conditions (Urban Crossroads, 2016e, p. 125)

As identified on Table 4-28, *Intersection LOS for RSP Final EIR Horizon Year (2035) with Project Conditions vs. Proposed Project Horizon Year (2040) With Project Conditions,* the intersection of Palmetto Avenue and W. Renaissance Parkway was found to operate at unacceptable LOS for Horizon Year conditions in both the *RSP Final EIR* and the Project's TIA (*Technical Appendix I1*). All of the study area freeway segments were found to operate at an unacceptable LOS for Horizon Year conditions in the *RSP Final EIR*, however, the segment of the I-210 Freeway westbound, east of Alder Avenue was found to operate at an acceptable LOS in the Project's TIA (*Technical Appendix I1).* (Urban Crossroads, Inc., 2016f, Table 6 and pp. 6 through 7)

Table 4-28 Intersection LOS for RSP Final EIR Horizon Year (2035) with Project Conditions vs. Proposed Project Horizon Year (2040) With Project Conditions

#	Intersection	Traffic Control[3]	2035 With Project - SP				2040 With Project - TIA			
			V/C		LOS[2]		Delay (secs.)		LOS[2]	
			AM	PM	AM	PM	AM	PM	AM	PM
1	Palmetto Av. / Renaissance Pwy.	CSS	--[4]	--[4]	F	F	>100.0	>100.0	F	F
2	Palmetto Av. / Driveway 1	CSS	Not Applicable				10.4	10.6	B	B
3	Driveway 2 / Renaissance Pwy.	CSS	Not Applicable				13.0	13.7	B	B
4	Driveway 3 / Renaissance Pwy.	CSS	Not Applicable				10.1	10.7	B	B
5	Alder Av. / I-210 Westbound Ramps	TS	1.18	1.41	F	F	163.0	138.1	F	F
6	Alder Av. / I-210 Eastbound Ramps	TS	1.10	1.28	F	F	107.6	195.1	F	F
7	Alder Av. / Renaissance Pkwy.	TS	1.17	1.53	F	F	>200.0	193.3	F	F

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS)
1 CSS = Cross-street Stop; TS = Traffic Signal; CSS = Improvement
2 LOS =Level of Service
3 Volume to capacity (V/C) not reported.
(Urban Crossroads, Inc., 2016f, Table 6)

b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

RSP Final EIR Finding: Although the RSP project would provide its fair share for regional improvements through the City of Rialto's regional traffic mitigation fee, provision of needed mainline freeway improvements in time to accommodate RSP project traffic cannot be guaranteed. Therefore, in the interest of caution, the *RSP Final EIR* determined impacts to the identified freeway segments as significant, adverse, and unavoidable. (Urban Crossroads, 2016e, pp. 4.15-101 thorugh 4.15-102)

No Substantial Change from Previous Analysis: The *RSP Final EIR* identified the addition of a mixed flow lane in both the eastbound and westbound directions along the I-210 Freeway. However, the proposed Project's TIA recognizes that at this time, Caltrans has no fee programs or other improvement

programs in place to address the deficiencies caused by development projects in the City of Rialto (or other neighboring jurisdictions) on State Highway System roadway segments. As such, no improvements have been recommended to address the EAPC (2018) or Horizon Year (2040) deficiencies on the State Highway System, because there is no feasible mitigation available. (Urban Crossroads, Inc., 2016f, p. 8)

A. Freeway Mainline Segments

Consistent with recent Caltrans guidance and because impacts tend to dissipate with distance from the point of State Highway System (SHS) entry, quantitative study of freeway segments beyond those immediately adjacent to the point of entry typically is not required. As such, as identified in Table 4-29, *Freeway Mainline Segment Analysis,* the Project's TIA evaluates the freeway segments adjacent to the point of entry to the SHS, where the proposed Project is anticipated to contribute 50 or more peak hour trips. (Urban Crossroads, 2016e, Table 1-3 and p. 7)

Table 4-29 Freeway Mainline Segment Analysis

ID	Freeway Mainline Segments
1	I-210 Freeway – Westbound, Sierra Av. to Alder Av.
2	I-210 Freeway – Westbound, East of Alder Av.
3	I-210 Freeway – Eastbound, Sierra Av. to Alder Av.
4	I-210 Freeway – Eastbound, East of Alder Av.

(Urban Crossroads, 2016e, Table 1-3)

B. Freeway Merge / Diverge Ramp Junctions

The study area freeway merge/diverge ramp junction analysis locations include the freeway ramp junctions for each direction of flow as identified in Table 4-30, *Freeway Merge / Diverge Ramp Junction Analysis Locations*, where the proposed Project is calculated to contribute 50 or more peak hour trips. (Urban Crossroads, 2016e, Table 1-4 and p. 7)

Table 4-30 Freeway Merge / Diverge Ramp Junction Analysis Locations

ID	Freeway Merge/Diverge Ramp Junctions
1	I-210 Freeway – Westbound, On-Ramp at Alder Av. (Merge)
2	I-210 Freeway – Westbound, Off-Ramp at Alder Av. (Diverge)
3	I-210 Freeway – Eastbound, Off-Ramp at Alder Av. (Diverge)
4	I-210 Freeway – Eastbound, On-Ramp at Alder Av. (Merge)

(Urban Crossroads, 2016e, Table 1-4)

C. Existing (2016) Conditions

<u>Existing (2016) Conditions - Off-Ramp Queueing Analysis</u>

Urban Crossroads performed a queuing analysis for the off-ramps at the I-210 Freeway at the Alder Avenue interchange to assess vehicle queues for the off-ramps that may potentially result in deficient peak hour operations at the ramp-to-arterial intersections and may potentially " spill back" onto the I-210 Freeway. There were no movements that were currently experiencing queuing issues during the weekday AM or the weekday PM peak 95th percentile traffic flows. (Urban Crossroads, 2016e, p. 57)

Existing (2016) Conditions – Basic Freeway Segment Analysis

The existing I-210 Freeway segments and ramp junctions analyzed for the Project's TIA are calculated to operate at an acceptable LOS (i.e., LOS D or better) during the peak hours for Existing (2016) (Urban Crossroads, 2016e, p. 57).

Existing (2016) Conditions - Freeway Merge / Diverge Analysis

The existing freeway ramp merge and diverge areas currently operate at LOS D or better (Urban Crossroads, 2016e, p. 57)

D. E+P Conditions

E+P Conditions –Off-Ramp Queueing Analysis

Consistent with Existing (2016) traffic conditions, the addition of Project traffic is calculated not to result in any off-ramp queuing deficiencies at Alder Avenue and the I-210 Freeway for E+P conditions (Urban Crossroads, 2016e, p. 82).

E+P Conditions – Basic Freeway Segment Analysis

The addition of Project traffic is calculated not to result in any freeway segment LOS deficiencies (Urban Crossroads, 2016e, p. 82)

E+P Conditions - Freeway Merge / Diverge Analysis

The addition of Project traffic is calculated not to result in any freeway ramp merge and diverge junction LOS deficiencies (Urban Crossroads, 2016e, p. 82)

E. EAP (2018) Conditions

E+P (2018) Conditions –Off-Ramp Queuing Analysis

There are no off-ramp queuing deficiencies calculated at Alder Avenue and the I-210 Freeway under EAP (2018) traffic conditions (Urban Crossroads, 2016e, p. 94).

E+P (2018) Conditions – Basis Freeway Segment Analysis

The I-210 Freeway segments and ramp junctions analyzed in the Project's TIA are calculated to continue to operate at an acceptable LOS (i.e., LOS D or better) during the peak hours for EAP (2018) traffic conditions (Urban Crossroads, 2016e, p. 94).

E+P (2018) Conditions – Freeway Merge/ Diverge Analysis

All of the I-210 ramp merge and diverge areas analyzed for the Project's TIA area calculated to operate at acceptable LOS (i.e., LOS D or better) (Urban Crossroads, 2016e, p. 94)

F. EAPC (2018) Conditions

EAPC (2018) Conditions –Off-Ramp Queueing Analysis

The following off-ramp is calculated to experience 95th percentile queues that exceed the available storage under EAPC (2018) traffic conditions.

- Alder Avenue / I-210 Eastbound Off-Ramp, Eastbound Right Turn Lane – AM peak hour only. (Urban Crossroads, 2016e, p. 105)

EAPC (2018) Conditions– Basic Freeway Analysis

The I-210 Freeway segments analyzed for the Project's TIA are calculated to operate at an acceptable LOS (i.e., LOS D or better) during the peak hours for EAPC (2018) conditions, with the exception of the following segments.

- I-210 Freeway Westbound, West of Alder Avenue (#1) - LOS E PM peak hour only.
- I-210 Freeway Eastbound, West of Alder Avenue (#3). (Urban Crossroads, 2016e, p. 109)

EAPC (2018) Conditions – Freeway Merge / Diverge Analysis

The I-210 Freeway ramp merge and diverge areas are calculated to operate at acceptable LOS (i,.e., LOS D or better) for EAPC (2018) traffic conditions, with the exception of the following.

- I-210 Freeway Westbound, On-Ramp at Alder Avenue (#1) – LOS E PM peak hour only.
- I-210 Freeway Eastbound, Off-Ramp at Alder Avenue (#3) – LOS E AM Peak hour only. (Urban Crossroads, 2016e, p. 109)

G. Horizon Year (2040) Conditions

Horizon Year (2040) Without Project Traffic Conditions –Off-Ramp Queuing Analysis

Urban Crossroads performed a queuing analysis for eastbound and westbound off-ramps of the I-210 Freeway at Alder Avenue to assess the vehicle queues for the off-ramps that may potentially impact peak hour operations at the ramp-to-arterial intersections and may potentially "spill back" onto the I-210 Freeway. There are no additional freeway off-ramp queuing deficiencies anticipated under Horizon Year (2040) traffic conditions, in addition to the location previously identified under EAPC (2018) traffic conditions (e.g., Alder Avenue at the I-210 Eastbound off-ramp). (Urban Crossroads, 2016e, p. 125)

Horizon Year (2040) Without Project Traffic Conditions - Basic Freeway Segment Analysis

The following I-210 Freeway segment is calculated to operate at an unacceptable LOS (i.e., LOS E or worse) during the peak hours for Horizon Year (2040) traffic conditions, in addition to the locations previously identified for EAPC (2018) traffic conditions

- I-210 Freeway Eastbound, East of Alder Avenue (#4) - LOS F PM peak hour only (Urban Crossroads, 2016e, p. 127)

Horizon Year (2040) Without Project Traffic Conditions – Freeway Merge/Diverge Analysis

The following I-210 ramp merge and diverge areas analyzed in the Project's TIA are calculated to operate at unacceptable LOS (i.e., LOS E or worse).

- I 210 Freeway Westbound, Off-Ramp at Alder Avenue (#2) – LOS E AM peak hour only.
- I-210 Freeway Eastbound, On-Ramp at Alder Avenue (#4) – LOS F PM peak hour only. (Urban Crossroads, 2016e, p. 127)

Horizon Year (2040) Conditions With Project Traffic Conditions –Off-Ramp Queueing Analysis
There are no additional queueing issues calculated with the addition of Project traffic, in addition to the location previously identified for Horizon Year (2040) With Project traffic conditions (Urban Crossroads, 2016e, p. 125).

Horizon Year (2040) With Project Traffic Conditions - Basic Freeway Segment Analysis
There are no additional freeway mainline segments calculated to operate at an unacceptable LOS with the addition of Project traffic in addition to those previously identified for Horizon Year (2040) Without Project traffic conditions (Urban Crossroads, 2016e, p. 127).

Horizon Year (2040) With Project Traffic Conditions – Freeway Merge/Diverge Analysis
The addition of Project traffic is calculated not to result in any additional deficient ramp junctions, in addition to those previously identified for Horizon Year (2040) Without Project traffic conditions (Urban Crossroads, 2016e, p. 127)

The addition of Project traffic is calculated not to result in any additional deficient freeway segments or ramp junctions (Urban Crossroads, 2016e, p. 11)

All of the study area freeway segments were found to operate at an unacceptable LOS for Horizon Year conditions in the RSP Final EIR; however the segment of the I-210 Freeway westbound, east of Alder Avenue was found to operate at an acceptable LOS in the proposed Project's TIA (Urban Crossroads, Inc., 2016f, p. 7).

Table 4-31 Comparison of Freeway Mainline LOS for Horizon Year Conditions

Freeway	Direction	Mainline Segment	Lanes[1]	2035 With Project-SP				2040 With Project - TIA			
				V/C[2]		LOS[3]		Density[4]		LOS[3]	
				AM	PM	AM	PM	AM	PM	AM	PM
I-210	WB	West of Alder Av.	3	**1.099**	**0.892**	F	E	**40.2**	**53.2**	E	F
		East of Alder Av.	3	**0.998**	**0.893**	E	E	33.2	32.1	D	D
	EB	West of Alder Av.	3	0.772	**1.254**	D	F	33.6	**64.1**	D	F
		East of Alder Av.	3	0.796	**1.145**	D	F	22.6	**61.9**	C	F

BOLD = Unacceptable LOS
[1] Number of lanes are in the specified direction and is based on existing conditions.
[2] Volume to capacity (V/C) not reported.
[3] LOS = Level of Service
[4] Density is measured by passenger cars per mile per lane (pc/mi/ln).
(Urban Crossroads, Inc., 2016f, Table 7)

Mitigation:
The *RSP Final EIR* requires the following mitigation measure:

T-1: The City shall ensure that Renaissance Specific Plan (RSP) generated traffic will not result in inadequate LOS for RSP project intersections. Prior to any discretionary approval of development pursuant to the RSP, the City Traffic Engineer shall use the TIA (LSA 2009) to evaluate which portion of the above-listed improvements are attributable to the proposed development, and appropriate based upon the progress of cumulative development. Based upon this evaluation, the proposed development shall be required, to either, a) construct the applicable improvements; or b) pay appropriate fair-share fees for the development's contribution to a cumulative impact, as determined necessary to meet acceptable levels of service pursuant to the applicable jurisdiction.

The proposed Project's 2016 TIA prepared by Urban Crossroads, Inc. evaluates a site-specific development proposal for Planning Area 10 of the RSP. As concluded by the proposed Project's TIA, the proposed Project would not directly result in a LOS failure at any RSP project intersections. As discussed in Section 2.0, *Project Description,* the Project Applicant has applied for a Specific Plan Amendment (SPA) to change the current designation of Planning Area 10, which envelops the Project site, from Freeway Commercial (FC) to Business Center (BC). The BC land use category accommodates larger industrial, distribution, and manufacturing uses. As analyzed in the Project's TIA, Business Center (BC) land uses generate less traffic than Freeway Commercial (FC) land uses.

The proposed Project would generate 2,034 total passenger car equivalent (PCE) trip-ends per day whereas the *RSP Final EIR* assumed that Planning Area 10 would generate 5,543 trip- ends per day. Thus, the proposed Project reduces the daily traffic as previously evaluated in the *RSP Final EIR*. Compared to the conclusions of the *RSP Final EIR,* no new traffic impacts would be created by the

proposed Project and none of the significant impacts identified in the *RSP Final EIR* would be worsened by the addition of Project traffic. Consistent with the findings of the *RSP Final EIR*, the Project's traffic would contribute to cumulative impacts at four study area intersections, and mitigate for those impacts by making fair-share monetary contributions for the improvements necessary to maintain an acceptable LOS at these locations. The proposed Project's fee payments as specified in Table 4-32, *Summary of Improvements and Rough Order of Magnitude Costs for Horizon Year (2040) Conditions*, would be used as follows.

- Palmetto Avenue / W. Renaissance Parkway (#1) – The traffic signal cost is included in the Renaissance Fee Program, to which the Project is required to contribute towards. Both the proposed Project's TIA and the *RSP Final EIR* identify the need for the traffic signal under long-range traffic conditions only. The proposed Project's TIA also identifies a 200-foot westbound left turn lane at the intersection of Palmetto Avenue and W. Renaissance Parkway. Although this improvement is not identified in the *RSP Final EIR,* the westbound left turn lane would be implemented by the proposed Project as part of the site adjacent improvements (i.e., as a design feature).

- Alder Avenue / I-210 Westbound Ramps (#5) – A portion of the improvements needed are included in the Renaissance Fee Program, to which the proposed Project is required to contribute towards; however, the remainder would be subject to fair share fee payment.

- Alder Avenue / I-215 Eastbound Ramps (#6) – Restriping to provide a 2nd northbound right turn lane and the 2nd eastbound right turn lane are included in the Renaissance Fee Program, to which the proposed Project is required to contribute towards. Although the recommended restriping to provide a 2nd southbound left turn and a 2nd eastbound left turn lanes are not in an established fee program, the proposed Project would contribute fair share fees towards implementing the improvements when growth in the area dictates the needs for these improvements.

- Alder Avenue / W. Renaissance Parkway (#7) – Restriping to provide a 2nd southbound through lane is included in the Renaissance Fee Program, to which the Project is required to contribute towards. Although the recommended 2nd eastbound left turn lane is not in an established fee program, the proposed Project would contribute fair fees share towards implementing the improvement when growth in the area dictates the needs for these improvements. (Urban Crossroads, Inc., 2016f, pp. 1-2)

Table 4-32 Summary of Improvements and Rough Order of Magnitude Costs for Horizon Year (2040) Conditions

#	Intersection Location	Jurisdiction	Analysis Scenarios						Improvements included in a fee program?	Estimated Total Cost[2]	Cost included in a fee program	Fair Share %[3]	Estimated Fair Share Cost[4,5]
			Existing	E+P	EAP (2018)	EAPC (2018)	2040 Without Project	2040 With Project					
1	Palmetto Av. / Renaissance Pwy.	Rialto, Fontana	None	None	None	None	Install a traffic signal	Same	No	$400,000	$0	3.0%	$12,051
							WB left turn lane[8]	Same	No	$72,898	$0		$2,196
									Total	$472,898	$0		$14,247
5	Alder Av. / I-210 Westbound Ramps[8]	Caltrans, Rialto	None	None	None	Restripe to provide a 2nd NB left turn lane	Same	Same	Yes[7]	$125,000	$29,875	2.9%	$2,739
						Restripe to provide a SB right turn lane	Same	Same	Yes[7]	$125,000	$29,875		$2,739
						Restripe to provide a 2nd WB left turn lane	Same	Same	Yes[7]	$125,000	$29,875		$2,739
									Total	$375,000	$89,625		$8,218
6	Alder Av. / I-210 Eastbound Ramps[8]	Caltrans, Rialto	None	None	None	Restripe to provide a NB right turn lane	Same	Same	No	$125,000	$0	4.3%	$5,390
						Restripe to provide a 2nd SB left turn lane	Same	Same	Yes[7]	$125,000	$94,125		$1,331
						Restripe to provide a 2nd EB left turn lane	Same	Same	No	$125,000	$0		$5,390
						2nd EB right turn lane	Same	Same	No	$125,000	$0		$5,390
									Total	$500,000	$94,125		$17,500
7	Alder Av. / Renaissance Pkwy.	Rialto	None	None	None	Restripe to provide 2nd SB through lane	Same	Same	No	$125,000	$0	4.2%	$5,265
						2nd EB left turn lane	Same	Same	No	$72,898	$0		$3,070
									Total	$197,898	$0		$8,335
									Costs of Horizon Year (2040) Improvements	$1,545,796			$48,300
									Total Costs (Including 2% administrative overhead for City)	$1,576,712			$49,266

[1] Program improvements constructed by project may be eligible for fee credit, at discretion of City.
[2] Costs have been estimated using the data provided in Appendix G of the San Bernardino County CMP (2003 Update) for preliminary construction costs. Because these costs were determined in 2003, they were adjusted for inflation using the Engineering News Record (ENR) construction cost index as approved by City staff.
[3] Represents the highest fair share percentage for the project.
[4] Rough order of magnitude cost estimate.
[5] The project fair share was not credited at locations where there is excess funding from the SANBAG CMP or Renaissance Fee Program.
[6] Project will be constructing a 200-foot westbound left turn lane at the intersection as part of their site adjacent improvements.
[7] Included in Renaissance Fee Program, to supplement the costs not covered by the fee program established by the SANBAG Nexus Study.
[8] It is our understanding that the City, in cooperation with Caltrans, have plans to further evaluate the Alder Avenue and I-210 Freeway interchange to identify future improvement needs. As such, the future improvements to the Alder Avenue/I-210 interchange are subject to change. The Project will be subject to contribute their fair share towards any future improvements identified by the City/Caltrans at the Alder Avenue/I-210 Freeway interchange.
(Urban Crossroads, 2016e, Table 1-5)

As identified in Table 4-33, *Comparison of Recommended Improvements*, a comparison of the improvements recommended in the *RSP Final EIR* and the proposed Project's TIA show that the improvements are generally consistent, with the exception of the following intersections and identified improvements:

- Palmetto Avenue / W. Renaissance Parkway – Both the proposed Project's TIA and *RSP Final EIR* recommend the installation of a traffic signal, but the proposed Project's TIA also recommends a westbound left turn lane. Both the proposed Project's TIA and the *RSP Final EIR* identify the need for the traffic signal under long-range traffic conditions only. In other words, the need for the traffic signal is not due to the addition of Project traffic, but would be when traffic along W. Renaissance Parkway increases and results in high delays for left-turning vehicles along Palmetto Avenue. Although his improvement is not identified in the *RSP Final EIR*, the westbound left turn lane would be implemented by the proposed Project as part of the site adjacent improvements (i.e., as a design feature).

- Alder Avenue / I-210 Eastbound Ramps – Both the proposed Project's TIA and *RSP Final EIR* recommend a northbound right turn lane and eastbound right turn lane, however, the proposed Project's TIA also recommends restriping the southbound approach to provide a 2nd southbound left turn lane and restriping the eastbound approach to provide a 2nd eastbound left turn lane. Although the recommended restriping to provide a 2nd southbound left turn and a 2nd eastbound left turn lanes are not in an established fee program, the proposed Project would contribute fair share towards implementing the improvements when growth in the area dictates the needs for these improvements.

- Alder Avenue / Renaissance Parkway – Both the propose Project's TIA and *RSP Final EIR* recommend restriping to provide a 2nd southbound through lane, however, the proposed Project's TIA also recommends a 2nd eastbound left turn lane. Although the recommended 2nd eastbound left turn lane is not in an established fee program, the proposed Project would contribute fair share towards implementing the improvement when growth in the area dictates the needs for these improvements. (Urban Crossroads, Inc., 2016f, p. 8)

Table 4-33 Comparison of Recommended Improvements

#	Intersection Location	Analysis Scenarios - SP		Analysis Scenarios - TIA	
		EAPC (2018)	2035 With Project	EAPC (2018)	2040 With Project
1	Palmetto Av. / Renaissance Pwy.	None	Install a traffic signal	None	Install a traffic signal WB left turn lane[1]
5	Alder Av. / I-210 Westbound Ramps	Restripe to provide 2nd NB left turn lane Restripe to provide a SB right turn lane Restripe to provide a 2nd WB left turn lane	Same Same Same	Restripe to provide 2nd NB left turn lane Restripe to provide a SB right turn lane Restripe to provide a 2nd WB left turn lane	Same Same Same
6	Alder Av. / I-210 Eastbound Ramps	NB right turn lane 2nd EB right turn lane	Same Same	Restripe to provide a NB right turn lane 2nd EB right turn lane Restripe to provide a 2nd SB left turn lane[2] Restripe to provide a 2nd EB left turn lane[2]	Same Same Same Same
7	Alder Av. / Renaissance Pkwy.	Restripe to provide 2nd SB through lane WB free-right turn lane	Same Same	Restripe to provide 2nd SB through lane 2nd EB left turn lane[2]	Same Same

[1] Proposed Project will be constructing a 200-foot westbound left turn lane at the intersection as part of their site adjacent improvements.
[2] Improvement can be accommodating by restriping existing pavement. Improvement is consistent with recommendations from other recent traffic studies prepared within the City of Rialto.
[3] Although not recommended in the *RSP Final EIR*, the improvement is consistent with recommendations from other recent traffic studies prepared within the City of Rialto and is needed to accommodate acceptable peak hour operations.
(Urban Crossroads, Inc., 2016f, Table 8)

b) 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?

RSP Final EIR Finding: The RMA occupies the easterly 433 acres of the RSP Project area and portions of the RSP are within its Airport Influence Area of the Rialto Municipal Airport Comprehensive Land Use Plan (CLUP). The *RSP Final EIR* anticipated the closure of the RMA and noted that prior to its closure; development may occur within the RMA's Influence Area. Such development would be required to comply with the existing requirements, standards and procedures of the Airport Comprehensive Land Use Plan. The continued compliance with these requirements would ensure that no significant impacts would occur with respect to airport safety. The *RSP Final EIR* determined impacts to be less than

significant and no mitigation was required (City of Rialto, 2010b, p. 4.15-84). The RMA which occupied the easterly 443 acres of the RSP project area has since closed.

No Substantial Change from Previous Analysis: The RMA which occupied the easterly 443 acres of the RSP project area has closed since the time of preparation of the *RSP Final EIR*. Therefore, the RSP is no longer within the Airport Influence Area of the RMA CLUP. Therefore, there are no air travel components in the Project's vicinity that would have the potential to be affected by implementation of the proposed Project. Additionally, the Project would develop the Project site with three warehouse buildings and associated improvements including driveways, vehicle drive aisles, auto and truck trailer parking, utility infrastructure, sidewalks, screen walls, fences, driveway gates, bike racks, fire lanes, landscaping, and other associated improvements. The three proposed buildings would have maximum wall heights to the top pitch of the roofs of 50 feet (Building 1) and 48 feet (Buildings 2 and 3) and would be the tallest design features on the Project site. Therefore, the proposed Project would not include any component that would obstruct a flight pattern or change air traffic patterns. Also, the proposed Project does not contain an air travel component (e.g., runways, helipads); thus air traffic levels in the vicinity of the Project site would not be changed as a result of the proposed Project. Therefore, consistent with the *RSP Final EIR*, impacts would be less than significant.

c) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

RSP Final EIR Finding: The *RSP Final EIR* concluded that impacts were less than significant and no mitigation was required. The RSP project has the potential to change local traffic patterns and to increase traffic levels that could result in substantial safety risks. However, the traffic study prepared for the RSP project determined that the RSP project would not create significant impacts as long as necessary improvements are made, including contributions to area-wide traffic improvements. Additionally, roadway and intersection designs by the RSP project would be required to meet the City of Rialto roadway design criteria requirements which would ensure that roadway hazards are not created. Therefore, roadway hazard impacts were considered less than significant. (City of Rialto, 2010a, p. 4.15-84)

No Substantial Change from Previous Analysis: All proposed improvements within the public-right-of-ways would be installed in conformance with City standards. The City of Rialto has reviewed the Project's application materials and determined that no hazardous transportation design features would be introduced by the proposed Project. Therefore, consistent with the *RSP Final EIR* finding, impacts would be less than significant.

d) Result in inadequate emergency access?

RSP Final EIR Finding: The SR-210 freeway provides regional access to the RSP project area while various roadways near the RSP project area provide local access and primarily serve the existing area. As part of development of the RSP, roadways and signals would be improved in the RSP project area and

the RSP project would provide adequate emergency access in all phases of development as indicated in the conceptual circulation plan. Thus, the *RSP Final EIR* determined impacts due to emergency access as less than significant and no mitigation was required. (City of Rialto, 2010b, Table 1-1) (City of Rialto, 2010a, p. 4.15-84)

No Substantial Change from Previous Analysis: Primary access to the Project site would be from W. Renaissance Parkway and Palmetto Avenue via SR-210. TPM No. 19754 provides a driveway at Palmetto Avenue for full access (passenger cars only), a driveway at W. Renaissance Parkway for full access for passenger cars and trucks, and a right-in right-out (RIRO) driveway at W. Renaissance Parkway for passenger cars and trucks. As depicted previously on Figure 2-14, 26-foot fire lane would be provided on the north, south, east, and west side of Building 1, on the north and west side of Building 2, and on the west side of Building 3. During the course of the City's review of the proposed Project, the City evaluated the Project's design, including but not limited to proposed driveway locations and parking lot/drive aisle configurations, to ensure that adequate access would be provided for emergency vehicles at Project build out. Furthermore, the proposed Project would provide adequate emergency access along abutting roadways during temporary construction activities within the roadways (i.e., the installation of utility infrastructure). Therefore, consistent with the *RSP Final EIR* impacts would be less than significant.

e) Result in inadequate parking capacity?

RSP Final EIR Finding: The minimum parking ratios and spaces required for each use or equivalent use for the RSP project are identified below in Table 4-34, *Renaissance Specific Plan Parking Standards*. The parking standards and capacity for the RSP project was developed in accordance with General Plan and City of Rialto Municipal Code requirements. Per Section 18.58.020 of the Municipal Code, the RSP project as proposed meets the minimum parking requirements for the City of Rialto. Therefore, the *RSP Final EIR* determined that impacts due to parking capacity was less than significant and no mitigation was required. (City of Rialto, 2010c, Table 1-1 and Table 3-6) (City of Rialto, 2010a, pp. 4.15-84 and 4.115-85)

Table 4-34 Renaissance Specific Plan Parking Standards

Use	Standard
Neighborhood shopping center (multitenant or multi-occupant shopping center of less than 2 net acres in size)	One space per 200 square feet on the ground floor plus one space per 300 square feet on all floors above the ground floor.
Community shopping center (2 to 20 net acres in size)	One space per 250 square feet on the ground floor, plus one space per 400 square feet on all floors above the ground floor.
Regional shopping center (more than 20 net acres in size)	One space per 300 square feet on the ground floor, plus one space for 400 square feet on all floors above the ground floor.
Retail (grocery store, convenience market, etc.)	One space per 250 square feet.
Restaurant (including fast food drive-through)	One space per 100 square feet

Office/banks	One space per 250 square feet
Health club	One space per 200 square feet
Movie theater/entertainment	One space per every four seats
Light industrial/manufacturing[1]	One space per 500 square feet for up to 40,000 square feet of building space; plus either: a) one space per 750 square feet for building area beyond 40,000 square feet, or 2) one space for each employee on the maximum shift as determined by the Director of Development Services; plus one space per 250 square feet of gross floor area of office space.
Distribution/warehouse[1]	One space per 1,000 square feet for up to 40,000 square feet of building space, plus one space per 4,000 square feet for building area beyond 40,000 square feet plus one space per 250 square feet of gross floor area of office space.
Service yards, contractor storage yards, and the like	One space per 2,000 square feet of lot area.

Notes:
Unless noted, parking standards are based on gross floor area.
All uses not specifically listed or substantially equivalent to a listed use are subject to the Rialto Municipal Code, Section 18.58.050 Office, Commercial and Industrial Parking Requirements.
[1] Where multiple tenants and or uses occupy the same building, the parking shall be calculated based upon the floor area used by each tenant or use.
(City of Rialto, 2010b, Table 3-6)

No Substantial Change from Previous Analysis: As identified in Table 2-5, *Parking Stalls Provided*, the proposed Project would provide a total of 297 auto parking stalls and 50 truck trailer parking stalls. Therefore, consistent with the *RSP Final EIR*, the proposed Project meets the minimum parking requirements for the City of Rialto. Thus, consistent with the *RSP Final EIR*, impacts would be less than significant and no mitigation would be required.

f) Conflict with adopted policies, plans or programs supporting alternative transportation (e.g. bus turnouts, bicycle racks)?

RSP Final EIR Finding: The RSP project incorporated pedestrian, bicycle, and transit systems under its circulation element to provide opportunities for alternative forms of transportation. An extensive pedestrian system joins important community features, such as the Town Center, clubhouse, schools, and parks. The pedestrian system will promote safe non-vehicular movement throughout the RSP project area. Currently, the RSP project is served by Omnitrans bus line. As bus routes change and development occurs within the RSP project area, the accommodation of transit lines and but stops will be coordinated with Omnitrans. The RSP project supports alternative forms of transportation. Therefore, the *RSP Final EIR* determined that implementation of the RSP would not conflict with alternative transportation and impacts were considered less than significant. (City of Rialto, 2010b, Table 1-1) (City of Rialto, 2010a, p. 4.15-85)

No Substantial Change from Previous Analysis: RSP Figure 3-15, *Bicycle and Pedestrian Circulation Plan*, identifies on-street public bike lanes/sidewalks along W. Renaissance Parkway adjacent to the Project site and along Alder Avenue, east of the Project site. RSP Figure 3-15 also identifies on-street Class III public bike routes/sidewalks along Palmetto Avenue adjacent to the Project site and also south of the Project site along Walnut Street and Miro Way (City of Rialto, 2010b, Figure 3-15). The closest existing pedestrian facilities are located along Alder Avenue north of W. Renaissance Parkway (Urban Crossroads, 2016e, Exhibit 3-13). As shown on Figure 2-14, the proposed Project provides bike racks on the north side of Buildings 1 and 2.

The Project area is currently served by Omnitrans, with bus service along Sierra Avenue via Route 82. Currently there is not an existing transit line that would serve the area in the immediate vicinity of the Project site. Transit service is reviewed and updated by Omnitrans periodically to address ridership, budget, and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate.

4.16 UTILITIES

Would the Project:

a) Exceed wastewater treatment requirements of the applicable RWQCB?

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?

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?

RSP Final EIR Finding: The RSP project would not exceed wastewater treatment requirements of the SARWQCB. Therefore, the *RSP Final EIR* considered impacts as less than significant and no mitigation was required. (City of Rialto, 2010b, Table 1-1) The *RSP Final EIR* acknowledged that the RSP project would incrementally increase the need for wastewater services in the RSP project area and its vicinity. As analyzed by the *RSP Final EIR,* the Rialto Sewer Treatment Plant was analyzed as operating at 61.4 percent of capacity, which is below the RWQCB regulation that requires an expansion if 75 percent capacity is reached. With the implementation of the RSP, the capacity will be brought to only 73 percent of capacity level; however, *RSP Final EIR* noted that the 75 percent capacity will likely be surpassed due to cumulative projects within the wastewater service area. At the time of preparation of the *RSP Final EIR*, the City of Rialto Public Works Department had discussed the plant's expansion. This expansion was anticipated to be in place by the time some of the RSP project's phases or the RSP project as a whole is completed. Also, the payment of impact and hookup fees would help mitigate wastewater impacts. Since the treatment plant's expansion was already being planned, the impacts relating to new or expanded wastewater facilities was determined to be less than significant. Furthermore, the impacts associated with adequate wastewater treatment services were considered to be less than significant. (City of Rialto, 2010a, pp 4.16-18 through 4.16-19)

No Substantial Change from Previous Analysis: Wastewater treatment, disposal, and reuse are regulated by local, State, and federal requirements primarily to protect public health, safety, and general welfare. The Project site lies within the jurisdiction of the Santa Ana RWQCB, which applies requirements to the wastewater treatment facilities owned and operated by treatment providers. The *RSP Final EIR* analyzed average wastewater rates for various types of land uses as follows: a) Residential: 0.70 gallons per capita per day; b) Commercial: 1,000 gallons per acre per day; c) Schools: 1,700 gallons per acre per day; and d) Parks: 200 gallons per acre per day. Using the most similar land use (commercial) analyzed for wastewater average rates, the *RSP Final EIR* assumed that the Project would generate approximately 18,000 gallons of wastewater per day. The proposed Project's warehouse uses are not expected to exceed this demand or cause exceedance of the total wastewater treatment demand of the RSP at build out. Therefore, consistent with the *RSP Final EIR*, impacts would be less than significant

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?

RSP Final EIR Finding: The *RSP Final EIR* considered impacts as less than significant and no mitigation was required. The RSP project's drainage plan would decrease the peak stormwater flows of the RSP project area. As depicted in RSP Final EIR Exhibit 3-10, the amount of storm water runoff that would flow into the Cactus Basin complex would actually decrease with buildout of the RSP project when compared to existing conditions. Due to improved facilities and an overall decrease in the amount of impervious areas on the RSP project area, the amount of decrease would be three percent. Preliminary assessment indicated that Cactus Basin Number 1 may require an improved spillway to accommodate the RSP project. Impacts for this improvement would be mitigated through standard engineering, permitting, and construction conditions imposed upon projects of this type. For this reason, as well as for the decrease in impervious flows, subarea flow routing changes, and the planned implementation of more retention basins within the Cactus Basin System, the impacts related to the construction or expansion of existing stormwater facilities was considered as less than significant. (City of Rialto, 2010a, pp. 4.16-15 and 4.16-19)

No Substantial Change from Previous Analysis: As described in Section 4.8, Hydrology and Water Quality, the proposed Project is designed to include five drainage areas consisting of impervious areas (concrete, asphalt, and/or roof) and pervious areas (vegetation) draining to a set of four underground infiltration chambers for treatment and approximately 0.70 acres of self-treating landscape along the southerly property line that would drain offsite (Thienes, 2016b, Form 3-1). Specifically, runoff from the proposed condition would continue to drain southerly into the existing storm drain system in the existing developments to the south. Runoff from the westerly parking area of Building 1, the southerly half of Building 1 and its truck yard, would drain to a series of catch basins in the truck yard. A storm drain would convey the runoff southerly towards the existing storm drain in the southerly site. Underground infiltration facilities would be utilized for onsite water treatment. Runoff from Building 2, its vehicle parking area and truck dock area, would drain to catch basins in the northerly drive aisle and the truck dock area. A storm drain would convey runoff to an existing catch basin at the northerly portion of the existing site. Low flows would be captured by underground chambers for infiltration.

Runoff from Building 3, its vehicle parking area and truck dock area, would drain to a catch basin located north of the building and another catch basin located in the truck dock area. A storm drain would convey runoff southerly to an existing catch basin at the northerly portion of the existing site. Low flows would be captured by underground chambers for infiltration. (Thienes, 2016b, p. 1-1) As summarized in the Project's WQMP, the underground infiltration chambers and approximately 0.70 acres of self-treating landscape would be effective at treating the runoff and minimizing the amount of water-borne pollutants carried from the Project site. With onsite detention, runoff from the proposed Project would be less than the exiting condition 100-year peak flow rates. Therefore, there would be no adverse effect on storm drain facilities. (Thienes, 2016a, n.p.) Consistent with the *RSP Final EIR* impact would be less than significant and no mitigation is required.

d) Have insufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

RSP Final EIR Finding: The *RSP Final EIR* disclosed that buildout of the RSP would have a total projected water demand of approximately 4,543 acre-feet annually. Impacts were determined to be less than significant and no mitigation was required (City of Rialto, 2010b, Table 1-1). According to the Water Supply Assessment prepared for the RSP project, the RSP project would have sufficient water supplies available to serve the RSP project from existing entitlements and resources, and new or expanded entitlements would not be needed (City of Rialto, 2010a, p. 4.16-19)

No Substantial Change from Previous Analysis: Because the proposed Project does not propose to construct more than 650,000 s.f. of floor space, a water supply assessment is not required for the proposed Project. As discussed in Section 4.8, *Hydrology and Water Quality*, the Project site is located within the service area of the Fontana Water Company (FWC). FWC's water supply sources include water produced from local groundwater basins, local surface water, and imported surface water. FWC currently derives its water supply from groundwater wells that produce water from three adjudicated groundwater basins (Chino Basin, Rialto Basin, and Lytle Basin) and one un-adjudicated groundwater basin (No Man's Land Basin), with the Chino Basin as FWC's primary groundwater source. FWC also derives a portion of its water from local surface flows from Lytle Creek and untreated imported State Water Project water from San Bernardino Valley Municipal Water District and Inland Empire Utilities Agency. As discussed in FWC's Urban Water Management Plan (UWMP), FWC anticipates that it will be able to meet projected water demands within its service boundaries for a normal water year, single-dry year, and multiple dry years until the year 2035 (FWC, 2010, pp. 5.15 thorugh 5.16) The *RSP Final EIR* determined that FWC's supplies are sufficient to meet the demands of the RSP project area. The *RSP Final EIR* assumed an average water demand of 3,500 gallons per acre for commercial and office land uses across the entire RSP, and the commercial demand rate would apply to the Project site regardless if it were developed with Freeway Commercial uses (as analyzed in the *RSP Final EIR*) or with Business Center uses, as proposed by the Project. Based on the RSP Final EIR Water Supply Assessment (WSA), the RSP project demand for commercial uses is 3,500 gallons per day per acre (gpd/ac). The Project site is approximately 18.06 acres; therefore, the proposed Project is calculated to use approximately 63,210 gpd. The proposed Project would be operational 365 days per year. Therefore, the proposed Project's calculated water demand would be 23,071,650 gallons per year. (Urban Crossroads, Inc., 2016c, p. 36)

In addition, FWC's UWMP determined that it will meet the water demands within its service boundaries, which includes the project site. Since the time the *RSP Final EIR* was published, California has experienced drought conditions. In response, the Fontana Water Company has complied with State mandates to reduce water consumption. As part of the Water Company's self-certification of supply reliability under California Code of Regulations, Title 23, Section 864.5, the most recent documentation submitted to the State Water Resources Control Board (on June 22, 2016) demonstrates surplus available supplies to meet projected demands over the next three years under continued drought conditions. (FWC, 2016)

f) Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs?

g) Not comply with federal, state, and local statutes and regulations related to solid waste?

RSP Final EIR Finding: The RSP Final EIR considered impacts to be less than significant with payment of impact fees that help offset the initial expense of capital improvements that are required as a direct result of new development. Therefore, no mitigation was required. The RSP Final EIR determined that buildout of the RSP project area would incrementally increase the solid waste generated in the RSP project area and its vicinity. However, it was determined that the Mid-Valley Sanitary Landfill in the RSP Project area had the capacity to receive solid waste from the RSP project. At the time of preparation of the RSP Final EIR, EDCO Disposal (now Burrtec) was the waste hauler in the RSP project area. (City of Rialto, 2010b, Table 1-1 and pp. 4.16-15 and 4.16-16) The City of Rialto's Waste Management Office oversees the City's trash and recycling services provided by Burrtec Waste Industries.

No Substantial Change from Previous Analysis: As discussed in Section 2.0, *Project Description*, the proposed Project is calculated to result in approximately 136 employees. Based on the generation rate used in the *RSP Final EIR* (2.35 tons per employee per year), the proposed Project would generate 3.19 tons of solid waste per year (2.35 x 136 =3.19 tons.) or 0.008 tons per day (3.19 ÷ 365 days). The Mid-Valley Landfill permitted maximum tonnage is 7,500 tons per day with a design capacity of 101.3 million cubic yards an expected operational life through 2033 (CalRecycle, 2010). Therefore, the proposed Project would be served by a landfill with sufficient capacity to accommodate the proposed Project's solid waste disposal needs. Consistent with the *RSP Final EIR*, impacts would be less than significant with payment of impact fees that help offset the initial expense of capital improvements that are required as a direct result of new development.

Mitigation: None required by the RSP Final EIR and none required for the proposed Project.

Conclusion: Impacts would be less than significant. Implementation of the proposed Project would not result in any new impacts or increase the severity of any previously identified significant impact associated with the environmental factor of utilities.

4.17 GREENHOUSE GAS EMISSIONS (CLIMATE CHANGE)

Would the Project:

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?

c) Be inconsistent with AB 32's GHG reduction goal by failing to reduce GHG emissions by at least 28 percent below an ARB 2020 No Action Taken ("NAT") scenario?

The *RSP Final EIR* analyzed climate change in respect to Threshold (c) above. The *RSP Final EIR* was adopted prior to the revision of Appendix G (Environmental Checklist Form) of the State CEQA Guidelines that added the environmental topic of greenhouse gas emissions and thereby Thresholds (a) and (b) as listed above. All of the thresholds (a), (b), and (c) as listed above were analyzed for the proposed Project in the Project's Greenhouse Gas Analysis (GHGA) included as *Appendix E1* to this EIR Addendum.

RSP Final EIR Finding: Under CEQA, project GHG emissions are to be analyzed on a cumulative basis because of the nature of climate change as a global problem that only occurs because of the GHG emissions from emissions from many contributors. Accordingly, the RSP project-specific GHG impact was evaluated on a cumulative basis. The *RSP Final EIR* considered impacts as significant and unavoidable. (City of Rialto, 2010a, p. 4.17-1) (Urban Crossroads, Inc., 2016c, Table 1-1)

No Substantial Change from Previous Analysis: Global Climate Change (GCC) occurs as the result of global emissions of greenhouse gases (GHGs). An individual project such as the proposed Project does not have the potential to result in direct and significant GCC-related effects in the absence of cumulative sources of GHGs. The CEQA Guidelines also emphasize that the effects of GHG emissions are cumulative, and should be analyzed in the context of CEQA's requirements for cumulative impacts analysis (See CEQA Guidelines § 15130[f]). Accordingly, the Project-specific impact analysis reflects a cumulative impact analysis of the Project's GHG emissions, and concludes that the Project would not conflict with an applicable GHG-reduction plans, policies, or regulations but would generate cumulatively considerable GHG emissions that may have a significant impact on the environment because the Project would exceed the SCAQMD's GHG emissions threshold of 10,000 MTCO2e per year. This finding is consistent with the finding of the RSP Final EIR, which concluded that climate change impacts resulting from buildout of the RSP would be cumulatively significant and unavoidable.

Urban Crossroads, Inc. prepared a GHGA for the proposed Project, which is included as *Appendix E1* to this EIR Addendum. The purpose of the Project's GHGA was to evaluate net new Project-related construction and operational emissions and determine the level of GHG impacts as a result of constructing and operating the proposed Project, and to compare the proposed Project impacts with the RSP project impacts analyzed and disclosed in the *RSP Final EIR*. (Urban Crossroads, Inc., 2016c, p. 1)

The proposed Project would consist of one 210,628 s.f. warehouse building, one 77,047 s.f. warehouse building, and one 53,040 s.f. warehouse building. The Project's GHGA accounts for emissions and impacts associated with building users that require cold storage (refrigeration). For analytical purposes, a maximum of 15% cold storage (51,100 s.f.) is proposed and analyzed. The proposed Project is anticipated to have an Opening Year of 2018. As part of the Project's design, all on-site outdoor cargo handling equipment (CHE) (including yard trucks, hostlers, yard goats, pallet jacks, forklifts, and other on-site equipment) would be powered by non-diesel fueled engines and all on-site indoor forklifts would be powered by electricity, compressed natural gas, or propane. Additionally, during site preparation and grading activity, all off-road construction equipment would be California Air Resources Board (CARB) Tier 3 Certified or better. (Urban Crossroads, Inc., 2016c, pp. 1-2)

The proposed Project would be required to comply with regulations imposed by the State of California and the SCAQMD aimed at the reduction of air pollutant emissions (refer to the Project's GHGA (*Technical Appendix E1*) for a discussion of the regulations). The regulations that are directly and indirectly applicable to the proposed Project and that would assist in the reduction of greenhouse gas emissions include:

- Global Warming Solutions Act of 2006 (AB32)
- Pavley Fuel Efficiency Standards (AB1493)
- Title 24 California Code of Regulations (California Building Code)
- Title 17 California Code of Regulations (Low Carbon Fuel Standard)
- California Water Conservation in Landscaping Act of 2006 (AB1881) (Urban Crossroads, Inc., 2016c, p. 2)

A. Climate Change Setting

Refer to the Project's GHGA (*Technical Appendix E1*) for an introduction to climate change and global climate change defined. (Urban Crossroads, Inc., 2016c, pp. 7-8)

Greenhouse Gases

Emissions of carbon dioxide, methane, and nitrous oxide were evaluated in the Project's GHGA because these gasses are the primary contributors to GCC from development projects. Although other substances such as fluorinated gases also contribute to GCC, sources of fluorinated gases are not well-defined and no accepted emissions factors or methodology exist to accurately calculate these gases. (Urban Crossroads, Inc., 2016c, p. 9)

Greenhouse gases have varying global warming potential (GWP) values; GWP values represent the potential of a gas to trap heat in the atmosphere. Carbon dioxide is utilized as the reference gas for GWP, and thus has a GWP of 1. The atmospheric lifetime and GWP of selected greenhouse gases are summarized in Table 2-2 of the Project's GHGA (Technical Appendix E1). As shown in the Table 2-2, GWP for the Second Assessment Report (SAR) range from 1 for carbon dioxide to 23,900 for sulfur hexafluoride and GWP for the AR4 range from 1 for carbon dioxide to 22,800 for sulfur hexafluoride. (Urban Crossroads, Inc., 2016c, p. 9) Common gases that contribute to GCC include water vapor (H_2O),

Carbon dioxide (CO_2), Methane (CH_4), Nitrous Oxide (N_2O), Chlorofluorocarbons (CFCs), Hydrofluorocarbons (HFCs), Perfluorocarbons (PFCs), and Sulfur hexafluoride (SF_6). Refer to Section 2.4 of the Project's GHGA for a discussion of these gasses and their associated human health effects and refer to Section 2.5 of the Project's GHGA for a discussion of the effects of climate change in California. (Urban Crossroads, Inc., 2016c, pp. 10-15) Refer to Section 2.7 of the Project's GHGA for a discussion of the Project's regulatory setting (Urban Crossroads, Inc., 2016c, pp. 16-30).

B. Project Greenhouse Gas Impact

Project-Related Greenhouse Gas Emissions

CEQA Guidelines §15064.4 (b) (1) states that a lead agency may use a model or methodology to quantify greenhouse gas emissions associated with a project. On October 2, 2013, the SCAQMD in conjunction with the California Air Pollution Control Officers Association (CAPCOA) released the latest version of the California Emissions Estimator Model™ (CalEEMod™) v2013.2.2. The purpose of this model is to more accurately calculate construction-source and operational-source criteria pollutant (NO_X, VOC, PM_{10}, $PM_{2.5}$, SO_X, and CO) and GHG emissions from direct and indirect sources; and quantify applicable air quality and GHG reductions achieved from mitigation measures. Accordingly, Urban Crossroads, Inc. used the latest version of CalEEMod™ for the proposed Project to determine construction and operational air quality impacts. (Urban Crossroads, Inc., 2016c, p. 32)

Construction and Operational Life-Cycle Analysis

A full life-cycle analysis (LCA) for construction and operational activity is not included in the Project's GHGA due to the lack of consensus guidance on LCA methodology at this time. Life-cycle analysis (i.e., assessing economy-wide GHG emissions from the processes in manufacturing and transporting all raw materials used in the project development, infrastructure, and on-going operations) depends on emission factors or econometric factors that are not well established for all processes. Therefore, at this time, a LCA would be extremely speculative and thus has not been prepared. (Urban Crossroads, Inc., 2016c, p. 32)

Construction Emissions

The Project's AQIA (*Technical Appendix A1*) provides additional details on the specific construction-related inputs programmed in the CalEEMod model. For construction phase Project emissions, GHGs are quantified and amortized over the life of the Project. To amortize the emissions over the life of the Project, the SCAQMD recommends calculating the total greenhouse gas emissions for the construction activities, dividing it by a 30- year project life then adding that number to the annual operational phase GHG emissions. As such, construction emissions were amortized over a 30-year period and added to the annual operational phase GHG emissions. (Urban Crossroads, Inc., 2016c, p. 32)

Operational Emissions

Operational activities associated with the proposed Project would result in emissions of CO_2, CH_4, and N_2O from the following primary sources (refer to Section 3.6 of the Project's GHGA for a discussion of the sources of operational emissions):

- Area Source Emissions
- Energy Source Emissions
- Mobile Source Emissions
- Solid Waste
- Water Supply, Treatment and Distribution (Urban Crossroads, Inc., 2016c, p. 33)

Emissions Summary

For informational purposes only, and consistent with the analysis methodology used in the *RSP Final EIR*, the Project's GHG emissions were evaluated to determine if they fall 28.5% or more below a California Air Resources Board (ARB) 2020 No Action Taken (NAT) Scenario (Urban Crossroads, Inc., 2016c, p. 31). NAT assumes that no actions to reduce emissions were taken as compared to the assumptions used in preparing the baseline 2020 emissions for the California Air Resources Board Scoping Plan to implement Assembly Bill (AB) 32. CARB defines NAT in its Scoping Plan as emissions levels that would occur if California continued to grow and add new GHG emissions but did not adopt any measures to reduce emissions. Projections for each emission-gathering sector were compiled and used to estimate emissions for 2020 based on 2002-2004 emission intensities. For analysis purposes, 2005 emission intensities were used by Urban Crossroads, Inc. as the NAT scenario due to the fact that it was the most appropriate year made available in CalEEMod 2013.2.2. It should be noted that CARBs definition of NAT is 2002-2004 average emissions estimates grown out to 2020 without accounting for any regulatory requirements put in place prior to AB 32. Thus, use of 2005 emission intensities is appropriate for modeling and comparison purposes for NAT conditions. (Urban Crossroads, Inc., 2016c, p. 1) As shown on Table 4-35, *2020 Project GHG NAT Scenario (Annual)* and Table 4-36, *2020 Project GHG Scenario (Annual)*, the 2020 NAT Project GHG emissions would total 13,459.96 MMTCO2e and the 2020 Project GHG emissions would total 10,543.50 MTCO2e, respectively. As summarized in Table 4-37, *Summary of GHG Emissions for 2020 NAT vs. 2020 Project*, this results in a 21.67% reduction from the 2020 NAT scenario; thus, the Project would not meet the 28.5% 2020 NAT Scenario. Therefore, the proposed Project would result in a significant and cumulatively considerable impact. This finding is consistent with the significant and unavoidable impact conclusion identified in the *RSP Final EIR* with respect to GHG emissions. (Urban Crossroads, Inc., 2016c, p. 36)

Table 4-35 2020 Project GHG NAT Scenario (Annual)

Emission Source	Emissions (metric tons per year)			
	CO_2	CH_4	N_2O	Total CO_2E
Annual construction-related emissions amortized over 30 years	35.42	8.53E-03	0	35.60
Area	0.02	3.60E-05	0.00	0.02
Energy	1,114.63	0.05	0.01	1,119.12
Mobile Sources (Trucks)	10,207.54	0.39	0.00	10,215.61
Mobile Sources (Passenger Cars)	1,696.23	0.19	0.00	1,700.15
Off-road	122.80	0.01	0.00	123.07
Waste	65.01	3.85	0.00	145.69
Water Usage	99.08	0.76	0.02	120.70
Total CO_2E (All Sources)	**13,459.96**			

Source: CalEEMod™ model output, See Appendix 3.1 of Technical Appendix E1 for detailed model outputs.
Note: Totals obtained from CalEEMod™ and may not total 100% due to rounding.
Table results include scientific notation. "e" is used to represent times ten raised to the power of (which would be written as x 10b") and is followed by the value of the exponent.
(Urban Crossroads, Inc., 2016c, Table 3-1)

Table 4-36 2020 Project GHG Scenario (Annual)

Emission Source	Emissions (metric tons per year)			
	CO_2	CH_4	N_2O	Total CO_2E
Annual construction-related emissions amortized over 30 years	35.42	8.53E-03	0	35.60
Area	0.02	6.00E-05	0.00	0.02
Energy	824.32	0.05	0.01	828.81
Mobile Sources (Trucks)	8,282.66	0.06	0.00	8,283.84
Mobile Sources (Passenger Cars)	1,053.73	0.04	0.00	1,054.63
Off-road	101.67	0.03	0.00	102.36
Waste	65.01	3.84	0.00	145.69
Water Usage	70.94	0.76	0.02	92.55
Total CO_2E (All Sources)	**10,543.50**			

Source: CalEEMod™ model output, See Appendix 3.1 of Technical Appendix E1 for detailed model outputs.
Note: Totals obtained from CalEEMod™ and may not total 100% due to rounding.
Table results include scientific notation. "e" is used to represent times ten raised to the power of (which would be written as x 10b") and is followed by the value of the exponent.
(Urban Crossroads, Inc., 2016c, Table 3-2)

The City of Rialto (City) has not adopted its own numeric threshold of significance for determining impacts with respect to greenhouse gas (GHG) emissions. (Urban Crossroads, Inc., 2016c, p. 1) For

CEQA purposes, the City has discretion to select an appropriate significance criterion, based on substantial evidence. The AQMD's adopted numerical threshold of 10,000 MTCO2e per year for industrial stationary source emissions is selected as the significance criterion. Refer to the Executive Summary of the Project's GHGA (*Technical Appendix E1*) for a discussion regarding incremental GHG emissions as cumulatively considerable and a discussion of the appropriate significance criterion. (Urban Crossroads, Inc., 2016c, pp. 1-2)

As shown in Table 4-38, *Project vs. RSP Final EIR GHG Emissions Comparison*, the proposed Project would result in approximately 2,222.70 MTCO2e per year from construction, area, energy, waste, and water usage. In addition, the Project has the potential to result in an additional 8,320.80 MTCO2e per year from mobile sources if the assumption is made that all of the vehicle trips to and from the Project are "new" trips resulting from the development of the Project. As such, the Project has the potential to generate a total of approximately 10,543.50 MTCO2e per year. As such, the proposed Project would exceed the SCAQMD's numeric threshold of 10,000 MTCO2e if it were applied. Thus, the Project has the potential to result in a cumulatively considerable impact with respect to GHG emissions. Notwithstanding, the overall GHG impacts of the proposed Project would be less than what was disclosed in the *RSP Final EIR*. As such, no new significant impacts would occur with respect to the proposed Project. (Urban Crossroads, Inc., 2016c)

Table 4-37 Summary of GHG Emissions for 2020 NAT vs. 2020 Project

Emission Source	CO2e Emissions Levels by Year (Metric Tons Per Year)	
	2020 NAT	2020
Annual Construction-related emissions amortized over 30 years	35.60	35.60
Area	0.02	0.02
Energy Use	1,119.12	828.81
Mobile Sources	11,915.76	9,338.47
Off-road	123.07	102.36
Waste	145.69	145.69
Water Usage	120.70	92.55
Total	13,459.96	10,543.50
Project Reduction over 2020 NAT	**21.67%**	
Renaissance SP EIR GHG Emissions Threshold	**28.5%**	
Meets Requirement?	**NO**	
New Significant Impacts?	**NO**	

Source: CalEEMod™ model output, See Appendix 3.1 of *Technical Appendix E1* for detailed model outputs.
Note: Totals obtained from CalEEMod™ and may not total 100% due to rounding.
(Urban Crossroads, Inc., 2016c, Table ES-1)

Table 4-38 Project vs. RSP Final EIR GHG Emissions Comparison

Emission Source	Emissions (metric tons per year)			
	CO_2	CH_4	N_2O	Total CO_2E
Annual construction-related emissions amortized over 30 years	35.42	8.53E-03	0	35.60
Area	0.02	6.00E-05	0.00	0.02
Energy	824.32	0.05	0.01	828.81
Mobile Sources (Trucks)	8,282.66	0.06	0.00	8,283.84
Mobile Sources (Passenger Cars)	1,053.73	0.04	0.00	1,054.63
Off-road	101.67	0.03		102.36
Waste	65.01	3.84	0.00	145.69
Water Usage	70.94	0.76	0.02	92.55
Total CO_2E (All Sources)	**10,7543.50**			
SCAQMD Threshold	10,000			
Threshold Exceeded?	**YES**			
Renaissance SP EIR GHG Emissions	**301,445.00**			
Threshold Exceeded?	**YES**			
Net Change	**-290,901.50**			
New Significant Impacts?	**NO**			

Source: CalEEMod™ model output, See Appendix 3.1 of *Technical Appendix E1* for detailed model outputs.
Note: Totals obtained from CalEEMod™ and may not total 100% due to rounding.
(Urban Crossroads, Inc., 2016c, Table ES-2)

Mitigation: Consistent with the requirements of the RSP document, the proposed Project's design features are required to be reviewed in conformance with the provisions of RSP Chapter 6, *Sustainability*, during the development review process (City of Rialto, 2010c, p. 6-1). The following *RSP Final EIR* mitigation measures are applicable to the proposed Project to reduce the Project's GHG emissions to the maximum practical extent.

CC-2. Where appliances are offered by homebuilders, Energy Star appliances will be installed.

CC-3. The Proposed Project will comply with any applicable local Climate Action Plan or mitigation program for the reduction of GHGs adopted by the City of Rialto or the County of San Bernardino that is adopted prior to the issuance of building permits for subsequent project phases.

CC-4. The Proposed Project shall promote the use of alternative fuel technologies for construction vehicles by including language in construction bid specifications and weighting the use of alternative fuel technologies in the selection of construction contractors.

CC-5. Throughout construction, the Proposed Project shall maintain a centralized information repository for available recycled building materials. Recycled building materials shall be incorporated where practicable.

4.18 MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to substantially 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?

RSP Final EIR Finding: In regards to biological and cultural resources, the *RSP Final EIR* found that impacts would be less than significant after the application of feasible mitigation measures.

No Substantial Change from Previous Analysis: All impacts to the environment, including impacts to habitat for fish and wildlife species, fish and wildlife populations, plant and animal communities, rare and endangered plants and animals, and historical and pre-historical resources were evaluated as part of the *RSP Final EIR* and this Environmental Evaluation. Throughout the *RSP Final EIR* and this Environmental Evaluation, where impacts were determined to be potentially significant, mitigation measures have been imposed to reduce those impacts where feasible. The Project would disturb RSP Planning Area 10, which was evaluated for full disturbance as part of the *RSP Final EIR*. Based on the results of BFSA's record search and field survey, no prehistoric or historic sites are currently present within the boundaries of Planning Area 10, which envelops the Project site. (BFSA, 2016a, pp. 1.0-1 and 1.0-2) Consistent with the finding of the *RSP Final EIR*, biological resource impacts would be less than significant with the application of mitigation. The Project would not 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, or reduce the number or restrict the range of a rare or endangered plant or animal.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

RSP Final EIR Finding: The *RSP Final EIR* determined that the following impacts were cumulatively considerable.

- Air Quality: Cumulative air quality emissions;
- Noise: Cumulative and project level vehicular noise off site (permanent increase);
- Traffic: Freeway segments from project and cumulative traffic;
- Greenhouse Gas Emissions (Climate Change): Generation of GHG emissions; and
- Greenhouse Gas Emissions (Climate Change): Conflict with applicable plans.

No Substantial Change from Previous Analysis: In compliance with CEQA Guidelines § 15130 et seq., this section includes a discussion of the potential cumulatively considerable impacts of the proposed Project. As defined by CEQA § 15355:

> *"Cumulative impacts" refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.*
>
> > *(a) The individual effects may be changes resulting from a single project or a number of separate projects.*
> >
> > *(b) The cumulative impact from several projects is the change in the environment, which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time."*

If the cumulative impact is significant, the Project's incremental effect is analyzed to determine if its contribution to the overall cumulative effect is cumulatively considerable. A significant cumulative impact does not necessarily mean that the Project-related contribution to that impact is also significant. Instead, under CEQA, a project-related contribution to a significant cumulative impact is only significant if the contribution is "cumulatively considerable," which, as defined by CEQA Guidelines §15064(h)(1), "means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects".

Since approval of the RSP in 2010, the City certified the 2010 General Plan Update (GPU) EIR (SCH No. 2008071100), which is herein incorporated by reference and available for public review at the location cited in the References section of this document. The 2010 General Plan Update EIR identified one significant, cumulative environmental impact resulting from future planned growth within the City through 2040: Greenhouse Gas Emissions (climate change). The GPU applies to the entire geographic area of the City of Rialto; it directs population growth and plans for infrastructure needs, development, and resource protection. The GPU EIR comprehensively evaluated environmental impacts that would result from GPU implementation, including information related to existing site conditions, analyses of the types and magnitudes of project level and cumulative environmental impacts, and feasible mitigation measures that could reduce or avoid environmental impacts. The GPU EIR projected that the City's population would increase 26 percent from 2008 to 2040. Buildout of the RSP was included as part of those projections.

Since approval of the RSP in 2010 and approval of the City's GPU, six RSP SPAs have been approved or are currently under consideration, including the proposed Project. Amendment No. 1 related to a roadway revision for Walnut Avenue. Amendment No. 2 related to a change in land use on 5.7 acres from Freeway Incubator (FI) to Low Density Residential (LDR). Amendment No. 3 related to a change of the land use of several hundred acres from residential to industrial zoning and the realignment of

streets and zoning areas. Amendment No. 4 related to a change in land use on 1.3 acres from Utilities/Public Facility to Employment. Proposed Amendment No. 5 is the proposed Project. Proposed Amendment No. 6 involves the proposed relocation of business and industrial uses to the west of Linden Avenue and relocation of all residential land uses and the public park to the east side of Linden Avenue. A Subsequent EIR for proposed Amendment No. 6 was prepared but not yet certified at the time this Environmental Evaluation was conducted, which concluded that Amendment No. 6 would not make a new substantial contribution to cumulatively considerable impacts in any subject area. When the proposed Project's impacts are considered in this cumulative context, the proposed Project would also not make a new substantial contribution to cumulatively considerable impacts in any subject area based on the detailed evaluation contained above under Sections 4.1 through 4.17.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

RSP Final EIR Finding: The RSP project's potential to result in environmental effects that could adversely affect human beings, either directly or indirectly, was discussed throughout the *RSP Final EIR.* In instances where the RSP project was determined to have the potential to result in direct or indirect adverse effects to human beings (air quality and associated effects on human health from air pollutants and noise impacts on sensitive receptors), mitigation measures were applied to ensure impacts did not rise to above a level of significance.

No Substantial Change from Previous Analysis: The Project's potential to result in environmental effects that could adversely affect human beings, either directly or indirectly, was discussed throughout the RSP *Final EIR* and throughout this Environmental Evaluation. In instances where the Project has the potential to result in direct or indirect adverse effects to human beings (air quality and associated effects on human health from air pollutants and noise impacts on sensitive receptors), *RSP Final EIR* mitigation measures have been applied to ensure impacts do not rise above a level of significance. With required implementation of *RSP Final EIR* mitigation measures identified in this Environmental Evaluation, consistent with the findings of the RSP Final EIR, construction and operation of the proposed Project would not involve any activities that would result in environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly.

5.0 REFERENCES

Cited As	Reference
(BFSA, 2016a)	Brian F. Smith and Associates (BFSA) 2016a. *Phase I Cultural Resources Survey for the Proficiency Rialto Project*. August 10, 2016. Attached to this EIR Addendum as Technical Appendix C1.
(BFSA, 2016b)	Brian F. Smith and Associates (BFSA) 2016b. *Paleontological Resource and Monitoring Assessment.* June 13, 2016. Attached to this EIR Addendum as Technical Appendix C2.
(CalEPA, 2016)	California Environmental Protection Agency (CalEPA), 2016. "Cortese List Data Resources". Accessed on July 28, 2016. Available online at: http://www.calepa.ca.gov/sitecleanup/corteselist/default.htm
(City of Rialto, 2010a)	City of Rialto. *2010a. Draft Environmental Impact Report for the Renaissance Specific Plan.* May 3, 2010. Available for review at: Rialto Development Services Department, Planning Division; 150 South Palm Avenue, Rialto, CA 92376.
(City of Rialto, 2010b)	City of Rialto. 2010c. *Response to Comments/Final Environmental Impact Report. Renaissance Specific Plan in the City of Rialto, San Bernardino County, California. State Clearinghouse #2006071021*. Report Date: July 28, 2010. Revised: October 26, 2010. Available for review at: Rialto Development Services Department, Planning Division; 150 South Palm Avenue, Rialto, CA 92376.
(City of Rialto, 2010c)	City of Rialto. 2010c. *Renaissance Specific Plan.* October 2010. Available for review at: Rialto Development Services Department, Planning Division; 150 South Palm Avenue, Rialto, CA 92376.
(City of Riatlo, 2010)	City of Rialto. 2010d. *Rialto General Plan.* December 2010. Available online at: http://yourrialto.com/wp-content/uploads/2016/08/General-Plan-Update-2010.pdf
(Ecological Sciences, 2015)	Ecological Sciences, Inc. 2015. *Habitat Suitability Evaluation*. December 2015. Attached to this EIR Addendum as Technical Appendix B1.
(FWC, 2010)	Fontana Water Company. 2010. Fontana Water Company 2010 *Urban Water Management Plan*. July 2011. Accessed August 8, 2016. Available online at: http://www.fontanawater.com/FWC_UWMP(070111).pdf

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(HMC, 2015)	Hazard Management Consulting (HMC). 2015. *Phase I Environmental Assessment.* December 8, 2015. Attached to this EIR Addendum as Technical Appendix F1.
(NorCal, 2015a)	NorCal Engineering, 2015. *Geotechnical Investigation.* December 14, 2015. Attached to this EIR Addendum as Technical Appendix D1.
(NorCal, 2015b)	NorCal Engineering. 2015. *Soil Infiltration Study.* December 15, 2015. Attached to this EIR Addendum as Technical appendix D2.
(Rialto, California - Municipal Code)	Rialto, California- Municipal Code. Available online at: https://www.municode.com/library/ca/rialto/codes/code_of_ordinances
(State of California Department of Conservation, 2014)	State of California Department of Conservation, 2014a. "California Important Farmland Finder." Accessed on July 28, 2016. Available online at: http://maps.conservation.ca.gov/ciff/ciff.html
(Thienes, 2016a)	Thienes Engineering, Inc. (Thienes). 2016a. Preliminary *Hydrology Calculations.* April 2016. Attached to this EIR Addendum as Technical Appendix G1.
(Thienes, 2016b)	Thienes Engineering, Inc. (Thienes) 2016b. *Water Quality Management Plan (WQMP).* 1st Submittal: April 22, 2016. Attached to this EIR Addendum as Technical Appendix G2.
(Urban Crossroads, Inc., 2016a)	Urban Crossroads, Inc. 2016a. *Palmetto Av. & Renaissance Pkwy Air Quality Impact Analysis.* August 9, 2016. Attached to this EIR Addendum as Technical Appendix A1.
(Urban Crossroads, Inc., 2016b)	Urban Crossroad, Inc. 2016b. *Palmetto Av. & Renaissance Pkwy Mobile Source Diesel Health Risk Assessment.* August 9, 2016. Attached to this EIR Addendum as Technical Appendix A2.

Cited As	Reference
(Urban Crossroads, Inc., 2016c)	Urban Crossroads, Inc. 2016c. *Palmetto Av. & Renaissance Pkwy Greenhouse Gas Analysis*. August 9, 2016. Attached to this EIR Addendum as Technical Appendix E1.
(Urban Crossroads, Inc., 2016d)	Urban Crossroads, Inc. 2016d *Palmetto Av. & Renaissance Pkwy. Noise Impact Analysis*. August 10, 2016. Attached to this EIR Addendum as Technical Appendix H1.
(Urban Crossroads, 2016e)	Urban Crossroads, Inc. 2016e. *Palmetto Av. & Renaissance Pkwy. Traffic Impact Analysis.* July 19, 2016. Attached to this EIR Addendum as Technical Appendix I1.
(Urban Crossroads, Inc., 2016f)	Urban Crossroads, Inc. 2016f. *Palmetto Av. & Renaissance Pkwy. Supplemental Assessment.* August 8, 2016. Attached to this EIR Addendum as Technical Appendix I2.

6.0 LIST OF PREPARERS

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7.0 MITIGATION MONITORING AND REPORTING PROGRAM

MITIGATION MEASURES	RESPONSIBLE PARTY/ MONITORING PARTY	IMPLEMENTATION STAGE
AESTHETICS		
None required by the *RSP Final EIR* and none required for the proposed Project.	N/A	N/A
AGRICULTURAL RESOURCES		
None required by the *RSP Final EIR* and none required for the proposed Project.	N/A	N/A
AIR QUALITY		
AQ-1. Prior to construction of the project, the project proponent shall prepare a Large Operation Notification that will describe the application of standard best management practices to control dust during construction. Best management practices will include application of water on disturbed soils a minimum of three times per day, covering haul vehicles, replanting disturbed areas as soon as practical, and restricting vehicle speeds on unpaved roads to 15 mph, and other dust control measures, as deemed appropriate to the site or as included in the South Coast Air Quality Management District (SCAQMD) Rule 403. The Large Operation Notification shall be submitted to the City and SCAQMD for approval prior to construction.	Project Proponent / City of Rialto Development Services Divisions	Prior to construction of the Project.
AQ-2. During project construction, construction equipment shall be properly maintained at an offsite location in accordance with manufacturer's specifications; maintenance shall include proper tuning and timing of engines. The equipment maintenance records and equipment design specification data sheets shall be available during construction and subject to inspection.	Project Construction Contractor(s)/City of Rialto Development Services Divisions	During Project construction.
AQ-3. During project construction, the developer shall require all contractors to turn off all construction equipment when not in use or limit idling to less than 5 minutes.	Project Developer and Project Construction Contractor(s) / City of Rialto Development Services Divisions	During Project construction.
AQ-4. Prior to construction of the project, the project proponent shall prepare a Traffic Control Plan and submit it to the City of Rialto. The Plan shall describe in detail safe detours around the project construction site and	Project Proponent / City of Rialto Development Services Divisions	Prior to construction of the Project.

MITIGATION MEASURES	RESPONSIBLE PARTY/ MONITORING PARTY	IMPLEMENTATION STAGE
congested streets. The Plan shall provide temporary traffic control (e.g., flag person) during construction-related truck hauling activities. The Plan is primarily intended as a safety measure but also can minimize traffic congestion and delays that increase idling and acceleration emissions. The Plan shall include the scheduling of construction truck trips during non- peak hours to reduce peak hour emissions. The Plan shall include the consolidation of truck deliveries, where feasible. The Plan shall also provide for dedicated turn lanes for movement of construction vehicles onsite and offsite. The Plan shall also provide for proper configuration of construction parking to minimize traffic interference. The Plan shall be prepared in accordance with U.S. Department of Transportation Federal Highways Administration Rule on Work Zone Safety 23CFR 630 Subpart J, Developing and Implementing Traffic Management Plans for Work Zones.		
AQ-5. Contractors shall construct/build with materials that do not require painting and use pre-painted construction materials to the extent practicable; and use high-pressure-low-volume (HPLV) paint applicators with a minimum transfer efficiency of at least 50 percent or other application techniques with equivalent or higher transfer efficiency. All paints shall be low VOC content paints. For a list of low volatile organic compound (VOC) paints, see www.aqmd.gov/prdas/brochures/paintguide.html.	Project Construction Contractor(s) / City of Rialto Development Services Divisions	During Project construction.
AQ-6. Prior to issuance of a grading permit, a Construction Employee Trip Reduction Plan shall be created. Included in the Plan shall include a shuttle service to and from retail establishments during lunch hour and/or an onsite lunch service. The Plan shall also include carpooling and/or transit incentives for the construction employees.	Project Construction Contractor(s) / City of Rialto Development Services Divisions	Prior to the issuance of a grading permit.
AQ-7. During project construction, onsite electrical hook ups shall be provided for electric construction tools including saws, drills and compressors, to eliminate the need for diesel powered electric generators.	Project Construction Contractors(s) / City of Rialto Development Services Divisions	During Project construction.
AQ-8. Grading activity shall not occur on days with an Air Quality Index forecast for San Bernardino County greater than 100 for particulates or ozone.	Project Construction Contractor(s) / City of Rialto	During grading activity.

	MITIGATION MEASURES	RESPONSIBLE PARTY/ MONITORING PARTY	IMPLEMENTATION STAGE
	The categories where grading shall not occur are: unhealthy for sensitive groups, unhealthy, very unhealthy, or hazardous. Air Quality Index forecasts can be obtained at the website: www.airnow.gov/index.cfm?action=airnow.showlocal&CityID=211	Development Services Divisions	
AQ-9.	All diesel-powered off-road construction equipment in excess of 50 brake horsepower shall be required to have emission control equipment with a minimum of Tier II diesel particulate filter emission controls resulting in a minimum of 50 percent particulate matter control, if such a filter is available for that piece of equipment. Off-road diesel emission control equipment meeting this requirement can be found at: www.aqmd.gov/ceqa/handbook/mitigation/offroad/AQ_offroad.html. If CARB adopts more stringent off-road construction equipment control technology for equipment in excess of 50 brake horsepower that is feasible to utilize during the construction of the Project it shall be used.	Project Construction Contractor(s) / City of Rialto Development Services Divisions	During construction activities.
AQ-10.	The following shall be included in the Specific Plan: • Synchronize traffic lights on streets impacted by development; • Light colored roofing materials shall be used on all exposed roofs; • Preferential parking for carpool/vanpool vehicles at the non-residential uses; • Secure weather-protected bicycle parking for employees at the non-residential uses; • Connect bicycle lanes/paths to project-wide network; • Provide showers and lockers for employees bicycling or walking to work at the non- residential uses where feasible; • Short-term bicycle parking for retail customers and other non-commuting trips; and • Construct transit facilities such as bus turnouts, benches, and shelters that encourage mass transit usage and provide safe pedestrian access from proposed project facilities to transit stops.		

MITIGATION MEASURES	RESPONSIBLE PARTY/ MONITORING PARTY	IMPLEMENTATION STAGE
AQ-11. Within the warehouse and distribution center uses, warehouse managers and employees shall be trained on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks. All dock and delivery areas shall be posted with signs informing truck drivers of the California Air Resources Board regulations including the following: a) Truck drivers shall turn off engines when not in use; and b) All diesel delivery trucks servicing the project shall not idle for more than five (5) minutes per truck trip per day; c) Make available telephone numbers of the building facilities manager and the California Air Resources Board (ARB) to report violations.	Warehouse Managers / City of Rialto Development Services Divisions	During Project operations.
AQ-12. A minimum of ten percent of the loading docks for the warehouse/distribution center uses shall contain outdoor electrical hook-up sources for service equipment and trucks such as transportation refrigeration units. In addition, electrical hookups shall be provided at the loading docks located at refrigerated warehouses for transportation refrigeration units visiting these locations. All trucks with transportation refrigeration units are required to connect to the electrical hookups while loading or unloading deliveries to the proposed project. Trucks with transportation refrigeration units are prohibited from accessing refrigerated warehouses unless they have the capability to connect to the electrical hookups.	Project Proponent, Project Construction Contractor(s), and warehouse managers / City of Rialto Development Services Divisions	During construction and operational activities.
AQ-13. The following uses shall not be located within the distance specified from an existing or future sensitive receptor (residence, school, hospital, nursing home daycare center, park and playground): within 500 feet of the 210 Freeway; within 500 feet of the equipment within a dry cleaning facility utilizing Perchloroethylene, and within 300 feet of a fueling station facility (i.e. fuel pumps). These facilities may be located closer than the proscribed distances if a project-specific health risk assessment is performed that demonstrates that the project-specific health risk impacts do not exceed the SCAQMD's health risk significance thresholds.	Project Proponent / City of Rialto Development Services Divisions	Prior to issuance of a grading permit.

MITIGATION MEASURES	RESPONSIBLE PARTY/ MONITORING PARTY	IMPLEMENTATION STAGE
AQ-14. The following uses shall not be located within 1000 feet of a nearby sensitive receptor (occupied portions of existing or future residences, schools, hospitals, nursing homes, daycare centers, parks and playgrounds): a warehouse, distribution center, or logistics center unless a project- specific health risk assessment is performed that demonstrates that the project-specific health risk impacts do not exceed the SCAQMD's health risk significance thresholds.	Project Proponent / City of Rialto Development Services Divisions	Prior to issuance of a grading permit.
AQ-15. Truck routes within the Renaissance Specific Plan shall be clearly marked by signage. The design, location, and installation of truck route signage shall be to the satisfaction of the Public Works Director.	Project Proponent/ City of Rialto Development Services Divisions	Prior to issuance of a grading permit.
BIOLOGICAL RESOURCES		
B-3: Portions of the project site have been determined to contain suitable habitat for BUOW, as illustrated in Exhibit 4.4-2c [of the DEIR] (PAs 2, 22c, 23, 28, 32, 33, 35- 57, 60a, 60b, 60c, 64, 69, 70 as appropriate). Prior to development of these areas, focused surveys must be undertaken to determine the presence/absence of this species. Surveys shall follow protocols established by the CDFG. If the ground disturbance commences after the expiration of the most recent BUOW focused survey, a pre-construction survey for BUOW will be required 30 days before the start of grading activities to confirm the absence of BUOW from the site. If the survey determine the BUOW to be present, protective measures shall be required to ensure compliance with the Migratory Bird Treaty Act and other applicable CDFG Code requirements and include, but are not limited to the following: • Occupied BUOW shall not be disturbed during nesting season (February 1- August 31) unless a qualified biologist verifies through non-invasive methods that either 1) the birds have not begun egg-laying or incubation or2) that juveniles from the occupied burrows are foraging independently and are capable of an independent survival flight • All relocation shall be approved by the CDFG. The permitted	Project Proponent and/Project Biologist / City of Rialto Development Services Divisions	Within 30 days before the start of grading activities.

MITIGATION MEASURES	RESPONSIBLE PARTY/ MONITORING PARTY	IMPLEMENTATION STAGE
biologist shall monitor relocated owls a minimum of three days per week of a minimum of three weeks. A report summarizing the results of the relocation and monitoring shall be submitted to the CDFG within 30 days following completion of the relocation and monitoring of the BUOW. • BUOW Mitigation Monitoring Plan prepared by a qualified biologist shall be submitted to the CDFG for review and approval prior to relocation of owls. The BUOW Mitigation Monitoring Plan shall describe proposed relocation and monitoring plans. The plan shall include the number and location(s) of occupied BOUW sites and details on adjacent or nearby suitable habitat available to owls for relocation. If no suitable habitat is available nearby for relocation, details regarding the creation of artificial burrows (numbers, locations, and type of burrows) shall be included in the plan. The plan shall also describe specific procedures to compensate for impacts to BUOW/occupied burrows. Such procedures may include, but are not limited to, the purchase/conservation of offsite suitable habitat that is known to support BUOW at a minimum 1:1 ratio depending on the quality of habitat removed compared to the quality of habitat provided. Specific ratios will be determined in consultation with CDFG. Prior to the issuance of occupancy permits, the developer shall provide copies of applicable species mitigation agreements/permits to the City. • If BUOW must be moved away from the disturbance area, passive relocation techniques shall be used. One or more weeks will be necessary to accomplish this relocation and allow the owls to acclimate to alternative burrows. Owls must be relocated by a qualified biologist from any occupied burrows that will be impacted by project activities. Suitable habitat is undeveloped land that can meet the BUOW's life cycle requirements (for both foraging and breeding) and is not intended for development. Suitable habitat must be adjacent or near the disturbance site or artificial burrows will need to be provided nearby. Once the biologist has confirmed that the BUOWs have left the burrow, burrows		

	MITIGATION MEASURES	RESPONSIBLE PARTY/ MONITORING PARTY	IMPLEMENTATION STAGE
	should be excavated using hand tools and refilled to prevent reoccupation.		
B-4:	Due to the size of the [project site], the complexity of the habitat, and the secretive nesting grassland bird species that may be present (including the California horned lark and western meadowlark), the initial clearing and grubbing of the site should occur outside of the nesting season (March through August). If ground disturbing activities and removal of vegetation or other potential nesting habitat must occur during the nesting period, a pre-construction nesting bird survey shall be conducted prior to any ground disturbing activities. If birds are found to be nesting inside or within 250 feet (500 feet for raptors) of the impact area, construction will need to be postponed, at the discretion of a qualified biologist, until it is determined that the nests are no longer active.	Project Proponent and Project Biologist / City of Rialto Development Services Divisions	Prior to any ground-disturbing activities.
CULTURAL RESOURCES			
CR-1:	When site specific design plans are submitted for approval within the Renaissance Specific Plan and associated project-level CEQA documentation prepared, a finding of significance must be established for all cultural resources located within the proposed Planning Area based upon the inventory of cultural resources provided in the Phase I Cultural Resources Assessment (MBA 2006e). As shown in Table 4.5-2 [of this Section], 25 Planning Areas exhibit one or more cultural resources. Prior to City approval of plans for development, significance evaluations of the resource(s) located in the specific Planning Area(s) must be conducted by a qualified professional. Recordation of identified cultural resources onto DPR523 form sets shall be undertaken during the significance evaluation(s), if such recordation have not yet occurred, as established under rules and regulations regarding such matters in effect at the time of the evaluation. This measure shall be implemented to the satisfaction of the City Development Services Director.	Project Proponent and Project Archaeologist / City of Rialto Development Services Divisions (City Development Services Director)	Prior to City approvals of plans for development.
CR-5:	Prior to the issuance of grading permits in that portion of the Specific Plan area located between Linden Avenue and the eastern project boundary (i.e., Planning Area 6, 7, 8, 9, 28, 29, 45, 46, 47, 48, 49a, 49b,	Project Proponent and Project Paleontologist / City of Rialto Development Services Divisions	Prior to the issuance of grading permits.

	MITIGATION MEASURES	RESPONSIBLE PARTY/ MONITORING PARTY	IMPLEMENTATION STAGE
	49c, 50, 53, 54, 55, 56, 57, 58, 60c, 62, 63, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81), a paleontologic field survey shall be conducted prior to development-related earthmoving activities to determine the paleontologic sensitivity of the Pleistocene eolian dune sands. This survey shall be conducted by a qualified vertebrate paleontologist with experience in regional geology. If this field survey results in a determination of high paleontologic sensitivity, a paleontologic monitoring program shall be implemented. This monitoring program shall be consistent with the provisions of CEQA and with the guidelines of the Society of Vertebrate Paleontology. If a monitoring program is found to be required and is implemented, monitoring may be reduced or eliminated if the sensitive deposits are determined upon exposure and examination by qualified paleontologic personnel to have low potential to contain fossil resources. If the field assessment determines that the Pleistocene eolian dune sands have low paleontologic sensitivity, no program to mitigate adverse impacts to paleontologic resources will be necessary. This measure shall be implemented to the satisfaction of the City Development Services Director.		
GEOLOGY AND SOILS			
GS-1	Prior to the issuance of grading permits for each planning area of the project, the project applicant or its designee shall provide design-level geotechnical reports for those areas. These reports shall consider, but shall not necessarily be limited to, such factors as manufactured slope stability (if applicable), compressible soils, corrosive soils, and the engineering and construction of occupied or inhabited structures. The findings and recommendations contained in these reports shall be implemented. As necessary, the City may require additional studies and/or engineering protocols to meet its requirements. This measure shall be implemented to the satisfaction of the City Development Services Director.	Project Applicant or its designee and Project Geologist / City of Rialto Development Services Divisions Project Applicant or its designee and Project Geologist (State of California Certified Engineering Geologist) / City of Rialto Development Services Divisions (City Development Services Director)	Prior to the issuance of grading permits.
GS-2	Prior to the issuance of building permits for each planning area of the project, the project applicant or its designee shall demonstrate that all	Project Applicant or its designee and Project Geologist (State of	Prior to the issuance of building permits.

	MITIGATION MEASURES	RESPONSIBLE PARTY/ MONITORING PARTY	IMPLEMENTATION STAGE
	occupied or inhabited structures will be able to withstand a horizontal seismic acceleration of 0.96g. Specific design-level geotechnical reports shall be prepared by a State of California Certified Engineering Geologist for planning areas within the Specific Plan to determine that structures within those areas meet required design criteria. This measure shall be implemented to the satisfaction of the City Development Services Director.	California Certified Engineering Geologist) / City of Rialto Development Services Divisions (City Development Services Director)	
GS-3	Prior to the issuance of building permits for each planning area, the project applicant or its designee shall demonstrate that all occupied or inhabited structures will be constructed to the standards outlined in the Uniform Building Code, the California Building Code, the design-level geotechnical reports, and/or other such standard as identified and required by the City. This measure shall be implemented to the satisfaction of the City Development Services Director.	Project Applicant or its designee and Project Geologist (State of California Certified Engineering Geologist) / City of Rialto Development Services Divisions (City Development Services Director)	Prior to the issuance of building permits.
GS-4	During construction and excavation activities on the project site, all temporary slopes (i.e., excavations and trenching) shall be adequately shored and/or flattened to a shallower gradient to lessen the possibility of failure. All Cal-OSHA regulations shall be implemented for excavations that will be entered by people. All excavations will be open only as long as is necessary and shall be backfilled immediately upon completion of work. This measure shall be implemented to the satisfaction of the City Development Services Director.	Project Applicant or its designee and Project Geologist (State of California Certified Engineering Geologist) / City of Rialto Development Services Divisions (City Development Services Director)	During construction and excavation activities.
GS-5	Prior to the issuance of grading permits, the project applicant or its designee shall present an Erosion Control Plan (ECP) designed to lessen the impacts of erosion during construction. This plan shall comply with all applicable grading codes and water quality protection protocols. This plan shall be implemented during site construction. This measure shall be implemented to the satisfaction of the City Development Services Director.	Project Applicant or its designee and Project Geologist (State of California Certified Engineering Geologist) / City of Rialto Development Services Divisions (City Development Services Director)	During site construction.
GS-6	During grading and development of the project site, all oversized material (larger than 12 inches in largest dimension) shall be handled as recommended in the project geotechnical reports. This material may be	Project contractor(s) / City of Rialto Development Services Divisions (City Development	During grading and development of the Project site.

MITIGATION MEASURES	RESPONSIBLE PARTY/ MONITORING PARTY	IMPLEMENTATION STAGE
placed in deeper fills, nonstructural areas, or disposed of offsite. This measure shall be implemented to the satisfaction of the City Development Services Director.	Services Director)	
HAZARDS AND HAZARDOUS MATERIALS		
No mitigation is required.	N/A	N/A
HYDROLOGY AND WATER QUALITY		
HYD-1 Prior to issuance of grading permits, the developers or their designees shall coordinate the design and obtain approval of all flood control and storm drain structures as identified in project hydrology studies. The developers or their designees shall provide evidence of this approval to the City Public Works Department. These improvements shall be consistent with any master planning efforts of the County to the satisfaction of the City Engineer.	Project Developer(s) of their designees / City Public works Department and City Engineer.	Prior to the issuance of grading permits.
HYD-2 The developers or their designees shall obtain a General Permit for Storm Water Discharge Associated with Construction Activity (Construction Activity General Permit). The developers or their designees shall provide a copy of this permit to the City Public Works Department prior to the issuance of grading permits.	Project Developer(s) of their designees / City Public works Department.	Prior to the issuance of grading permits.
HYD-3 Prior to the issuance of grading permits, the developers or their designees shall prepare a WQMP and an Erosion and Sediment Control Plan (ESCP) to implement the most appropriate BMPs and to prevent any significant removal and/or downstream deposition of soil from the project site during construction. The WQMP and ESCP shall contain provisions requiring that all erosion control measures and structures be maintained and repaired as needed for the life of the project. Prior to the issuance of a grading permit, the City Development Services Department, Engineering Division shall approve the WQMP and ESCP based on review and input by the RWQCB. At the request of the developer, the City Public Works Department may accept a Storm Water Pollution Prevention Plan (SWPPP) as a substitute for the ESCP as long as it fulfills the intent of this measure to an equivalent degree. The SWPPP or ESCP shall be prepared to the satisfaction of the City Public Works Department. The WQMP and	Project Developer(s) or their designees and Project Geologist. / City Public Works Department	Prior to the issuance of grading permits.

MITIGATION MEASURES	RESPONSIBLE PARTY/ MONITORING PARTY	IMPLEMENTATION STAGE
ESCP or SWPPP shall include, but is not limited to, the following: a) Specify the timing of grading and construction to minimize soil exposure to winter rain periods experienced in southern California; b) Natural vegetation shall be retained on all areas that will not be disturbed for grading, except areas that must be cleared and revegetated as part of a fuel modification program; c) All slopes greater than five feet in height shall be evaluated to define the optimum length and steepness to minimize flow velocity and erosion potential. Lateral drainage collection systems shall be incorporated at the base of slopes, when determined appropriate, to transport flows in a controlled, non-erodible channel; d) Indicate where flows on the site can be diverted from denuded areas and carried in the natural channels on the site; e) Construct man-made channels to minimize runoff velocities; f) Disturbed areas shall be vegetated and mulched immediately after final grades have been established; g) Sediment traps, basins, or barriers (silt fences, hay bales, etc.) shall be established on the property to prevent the release of "first flush" urban pollutants, including sediment, from developed areas, including the emergency access roads. The design and location of these improvements shall be identified in the plan subject to review and approval by the City; h) Drainage facilities designed to transport flows shall be described and the adequacy of the channel shall be verified by City approval of a detailed drainage analysis; i) An inspection and maintenance program shall be included to		

MITIGATION MEASURES	RESPONSIBLE PARTY/ MONITORING PARTY	IMPLEMENTATION STAGE
ensure that any erosion, which does occur either on or offsite as a result of the project, will be corrected through a remediation or restoration program within a time frame specified by the City; j) Confirmed observations by the City of uncontrolled runoff being carried onsite will be grounds for suspension or revocation of any grading or building permit in process, or any discretionary permit subsequently applied for until the problem is resolved to the satisfaction of the City Public Works Department.		
HYD-4 Prior to the issuance of building permits, graded but undeveloped land shall be maintained in a relatively weed-free condition and/or planted with interim landscaping within 180 days of completion of grading, unless building permits are obtained. This measure shall be implemented to the satisfaction of the Development Services Director.	Project Proponent and Project Construction Contractor(s) / City of Rialto Development Services Divisions (City Development Services Director)	Prior to the issuance of building permits.
HYD-5 Prior to the issuance of occupancy permits, planting of developed land shall comply with the NPDES Best Management Practices Construction Handbook Section 6.2 to the satisfaction of the City Engineer and/or Public Works Director as applicable.	Project Proponent and Project Construction Contractor(s) / City Engineer and/or Public Works Director.	Prior to the issuance of occupancy permits.
LAND USE AND PLANNING		
None required by the *RSP Final EIR* and none required for the proposed Project.	N/A	N/A
MINERAL RESOURCES		
None required by the RSP Final EIR and none required for the proposed Project.	N/A	N/A
NOISE		
N-1 Construction activities shall be limited to the City's allowable hours of construction activities shown in Table 4.11-2 in accordance with the City's Noise Ordinance. In compliance with MM N-1, the City will apply the following conditions on the Project: • Prior to approval of grading plans and/or issuance of building permits, plans shall include a note indicating that noise-	Project Construction Contractor(s) / City of Rialto Development Services Divisions	Prior to the approval of grading plans and/or building permits.

	MITIGATION MEASURES	RESPONSIBLE PARTY/ MONITORING PARTY	IMPLEMENTATION STAGE
	generating Project construction activities shall only occur between the hours of 7:00 a.m. to 5:30 p.m. Monday through Friday from October 1st to April 30th, 6:00 a.m. to 7:00 p.m. Monday through Friday from May 1st to September 30th, and 8:00 a.m. to 5:00 p.m. on Saturdays any time of year; with no activity allowed on Sundays or state holidays. The Project construction supervisor shall ensure compliance with the permitted construction hours. • The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment (between the hours of 7:00 a.m. to 5:30 p.m. Monday through Friday from October 1st to April 30th, 6:00 a.m. to 7:00 p.m. Monday through Friday from May 1st to September 30th, and 8:00 a.m. to 5:00 p.m. on Saturdays any time of year; with no activity allowed on Sundays or state holidays). The contractor shall design delivery routes to minimize the exposure of sensitive land uses or residential dwellings to delivery truck-related noise.		
N-2	All construction equipment shall use noise-reduction features (e.g., mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer. In compliance with MM N-2, the City will apply the following conditions on the Project: • During all Project site construction, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards.	Project Construction Contractor(s) / City of Rialto Development Services Divisions	During all Project construction.
N-3	Construction staging and heavy equipment maintenance activities shall be performed a minimum distance of 300 feet from any nearby noise sensitive uses, unless safety or technical factors take precedence.	Project Construction Contractor(s) / City of Rialto Development Services Divisions	During Project construction.

	MITIGATION MEASURES	RESPONSIBLE PARTY/ MONITORING PARTY	IMPLEMENTATION STAGE
	In compliance with MM N-3, the City will apply the following conditions on the Project: • The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receivers nearest the Project site (i.e., to the center) during all Project construction.		
N-4	Stationary combustion equipment such as pumps or generators operating within 300 feet of any nearby noise sensitive uses shall be shielded with a noise protection barrier. A noise study was prepared for the Project by Urban Crossroads, Inc., which made the following recommendations related to stationary noise on the Project site. The City will thus apply the following conditions of approval to the Project: • All on-site operating equipment under the control of the building user that is used in outdoor areas shall be equipped with properly functioning and well-maintained mufflers. • Quality pavement conditions shall be maintained on the property that are free of vertical deflection (i.e. speed bumps) to minimize truck noise. • The truck access gates and loading docks within the truck court on the Project site shall be posted with signs which state: o Truck drivers shall turn off engines when not in use; o Diesel trucks servicing the Project shall not idle for more than five (5) minutes; and o Post telephone numbers of the building facilities manager to report idling violations. (Urban Crossroads, Inc., 2016d, p. 2)	Project Construction Contractor(s) / City of Rialto Development Services Divisions (City Development Services Director)	During Project construction.

MITIGATION MEASURES	RESPONSIBLE PARTY/ MONITORING PARTY	IMPLEMENTATION STAGE
N-6 The City shall require that a noise impact analysis be prepared for all proposed residential subdivisions within the Specific Plan and for any commercial or business developments located adjacent to existing or proposed noise sensitive land uses. Each noise impact analysis shall identify potential construction noise impacts and provide mitigation, if necessary to reduce the construction noise impacts to within the City noise level standards of the Noise Element of the Rialto General Plan.	Project Proponent and Project Noise Analyst / City of Rialto Development Services Divisions	Prior to City approvals of plans for development.
N-7 The City shall require that a vibration impact analysis be prepared for all proposed residential subdivisions within the Specific Plan and for any commercial or business developments located adjacent to existing or proposed vibration sensitive land uses. Each vibration impact analysis shall identify potential construction-related vibration impacts and provide mitigation, if necessary, to reduce the construction to within the County vibration level standards.	Project Proponent and Project Noise Analyst / City of Rialto Development Services Divisions	Prior to City approvals of plans for development.
N-08 The City shall require that a vibration impact analysis be prepared for any commercial or business developments located adjacent to existing or proposed vibration sensitive land uses. Each vibration impact analysis shall identify potential sources of vibration impacts and provide mitigation, if necessary, to reduce the vibration impacts to within the County standards.	Project Proponent and Project Noise Analyst / City of Rialto Development Services Divisions	Prior to City approvals of plans for development.
POPULATION AND HOUSING		
None required by the RSP Final EIR and none required for the proposed Project.	N/A	N/A
Public Services		
None required by the RSP Final EIR and none required for the proposed Project.	N/A	N/A
RECREATION		
None required by the RSP Final EIR and none required for the proposed Project.	N/A	N/A
TRANSPORTATION		
T-1: The City shall ensure that Renaissance Specific Plan (RSP) generated traffic will not result in inadequate LOS for RSP project intersections. Prior to any discretionary approval of development pursuant to the RSP, the City Traffic Engineer shall use the TIA (LSA 2009) to evaluate which portion of the above-listed improvements are attributable to the proposed	Project Proponent and Project Traffic Engineer / City of Rialto Traffic Engineer	Prior to any discretionary approval of development.

MITIGATION MEASURES	RESPONSIBLE PARTY/ MONITORING PARTY	IMPLEMENTATION STAGE
development, and appropriate based upon the progress of cumulative development. Based upon this evaluation, the proposed development shall be required, to either, a) construct the applicable improvements; or b) pay appropriate fair-share fees for the development's contribution to a cumulative impact, as determined necessary to meet acceptable levels of service pursuant to the applicable jurisdiction. In accordance with this Mitigation MeasureT-1 and based on the Project's TIA, the Applicant shall contribute on a fair-share basis to the following intersections to implement improvements identified in the TIA: • Palmetto Avenue / W. Renaissance Parkway • Alder Avenue / I-210 Westbound Ramps • Alder Avenue / I-210 Eastbound Ramps • Alder Avenue / W. Renaissance Parkway		
UTILITIES		
None required by the RSP Final EIR and none required for the proposed Project.	N/A	N/A
GREENHOUSE GAS EMISSIONS (CLIMATE CHANGE)		
CC-2. Where appliances are offered by homebuilders, Energy Star appliances will be installed.	Project Proponent / City of Rialto Development Services Divisions	Prior to issuance of building permits
CC-4. The Proposed Project will comply with any applicable local Climate Action Plan or mitigation program for the reduction of GHGs adopted by the City of Rialto or the County of San Bernardino that is adopted prior to the issuance of building permits for subsequent project phases.	Project Proponent / City of Rialto Development Services Divisions and County of San Bernardino Planning Department	Prior to the issuance of building permits.
CC-5. Throughout construction, the Proposed Project shall maintain a centralized information repository for available recycled building materials. Recycled building materials shall be incorporated where practicable.	Project Proponent and Project Construction Contractor.	Throughout construction activities.

RESOLUTION NO. 16-_

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF RIALTO, CALIFORNIA RECOMMENDING THAT THE CITY COUNCIL ADOPT AN ADDENDUM TO THE PREVIOUSLY CERTIFIED ENVIRONMENTAL IMPACT REPORT FOR THE RENAISSANCE SPECIFIC PLAN FOR A PROJECT CONSISTING OF THE CHANGE OF ZONING FROM FREEWAY COMMERCIAL (FC) WITHIN THE RENAISSANCE SPECIFIC PLAN TO BUSINESS CENTER (BC) WITHIN THE RENAISSANCE SPECIFIC PLAN, THE CONSOLIDATION OF SIX (6) PARCELS INTO THREE (3) PARCELS, AND THE DEVELOPMENT OF THREE (3) SEPARATE WAREHOUSE BUILDINGS ON SAID PARCELS OF LAND.

WHEREAS, the applicant, Proficiency Capital, LLC, ("Applicant") proposes to consolidate six (6) parcels of land (APNs: 0240-171-02, -03, -20, -21, -27 & 0240-191-07) located at the southeast corner of Renaissance Parkway and Palmetto Avenue (collectively "Site") into three (3) parcels of land and develop one (1) 210,628 square foot warehouse building, one (1) 77,047 square foot warehouse building, and one (1) 53,040 square foot warehouse building on said parcels of land ("Project"); and

WHEREAS, to facilitate the Project, the applicant has also submitted Amendment No. 5 to the Renaissance Specific Plan to change the zoning designation of the Site, as described in the legal description attached as Exhibit A, from Freeway Commercial (FC) within the Renaissance Specific Plan to Business Center (BC) within the Renaissance Specific Plan ("RSP AMD No. 5"); and

WHEREAS, the City of Rialto, City Council certified the Environmental Impact Report ("EIR") for the Renaissance Specific Plan on November 23, 2010 in compliance with the State of California Environmental Quality Act (CEQA) of 1970 and City Environmental Guidelines; and

WHEREAS, Sections 21166 and 15162 of CEQA identify the conditions for preparation of additional environmental documentation when the Lead Agency has previously certified an EIR. According to CEQA, an Addendum to a previously certified EIR may be prepared if:

1. No substantial changes are proposed in the project which will require major revisions of a previous EIR due to an involvement of new significant environmental effects, or a substantial increase in the severity of previously identified significant effects; or

2. No substantial changes will occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects, or a substantial increase in the severity of the previously identified significant effects; or

3. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified; or

4. The project will have not have any significant effects that are not discussed in the previous EIR; and

WHEREAS, the City of Rialto, acting as the Lead Agency, required, for the Project, the preparation of an Addendum to the previously certified Environmental Impact Report for the Renaissance Specific Plan and coordinated the preparation of the Initial Study and accompanying technical studies which describe and evaluate the Project because the proposed consolidation of land and bottling facility will not result in any changes with respect to the circumstances or require major revisions to the previously approved EIR of the Renaissance Specific Plan; and

WHEREAS, on November 9, 2016, the Planning Commission of the City of Rialto conducted a duly noticed public hearing, as required by law, on the Addendum to the previously certified EIR for the Renaissance Specific Plan, took testimony, at which time it received input from staff, the city attorney, and the Applicant; heard public testimony; discussed the Addendum to the previously certified EIR for the Renaissance Specific Plan; 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 finds all of the above recitals to be true and correct.

SECTION 2: The City of Rialto is the Lead Agency as determined by CEQA. Based on the Initial Study prepared for the Project and the accompanying technical studies (Air Quality, Biological, Cultural, Geological, Greenhouse Gas, Hydrology, Noise and Vibration, and Traffic) it has been determined that:

1. There are no substantial changes to the project or the circumstances under which the project will be carried out that will require major revisions to the previously certified EIR.

2. The project will not result in new significant environmental effects or substantial increases in the severity of previously identified significant effects.

3. There is no new information of substantial importance, which was known or could have been known with the exercise of reasonable diligence at the time the previous EIR was certified.

4. The project will not have any significant effects that are not identified and discussed in the previously certified EIR.

SECTION 3: The Planning Commission hereby recommends that the City Council adopt the Addendum to the previously certified EIR for the Renaissance Specific Plan, attached as Exhibit "A", prepared in accordance with CEQA for the Project.

SECTION 4: 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 9th day of November, 2016.

_____
JERRY GUTIERREZ, CHAIR
CITY OF RIALTO PLANNING COMMISSION

RESOLUTION NO. 16-_

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF RIALTO, CALIFORNIA, RECOMMENDING THAT THE CITY COUNCIL APPROVE AMENDMENT NO. 5 TO THE RENAISSANCE SPECIFIC PLAN TO CHANGE THE ZONING DESIGNATION OF APPROXIMATELY 18.20 GROSS ACRES OF LAND (APNS: 0240-171-02, -03, -20, -21, -27 & 0240-191-07) LOCATED AT THE SOUTHEAST CORNER OF RENAISSANCE PARKEWAY AND PALMETTO AVENUE FROM FREEWAY COMMERCIAL (FC) WITHIN THE RENAISSANCE SPECIFIC PLAN TO BUSINESS CENTER (BC) WITHIN THE RENAISSANCE SPECIFIC PLAN.

WHEREAS, approximately 18.20 gross acres of land (APNs: 0240-171-02, -03, -20, -21, -27 & 0240-191-07) located at the southeast corner of Renaissance Parkway and Palmetto Avenue, and described in the legal description attached as Exhibit A, ("Site") is currently zoned Freeway Commercial (FC) within the Renaissance Specific Plan; and

WHEREAS, the applicant, Proficiency Capital, LLC, proposes to change the zoning designation of the Site from FC to Business Center (BC) within the Renaissance Specific Plan ("Project"); and

WHEREAS, in conjunction with the Project, the applicant has also submitted Tentative Parcel Map No. 19754 to consolidate the Site into three (3) parcels of land totaling 18.06 net acres ("TPM No. 19754"); and

WHEREAS, in conjunction with the Project, the applicant proposes to develop one (1) 210,628 square foot warehouse building, one (1) 77,047 square foot warehouse building, and one (1) 53,040 square foot warehouse building on the Site ("Development"); and

WHEREAS, pursuant to Section 18.78.060 of the Rialto Municipal Code, the Project requires the approval of an amendment to the Renaissance Specific Plan, and the applicant has agreed to apply for Amendment No. 5 to the Renaissance Specific Plan ("RSP AMD No. 5"); and

WHEREAS, pursuant to Section 18.78.010 of the Rialto Municipal Code, the City Council is authorized to adopt and implement specific plans with the City; and

WHEREAS, pursuant to Section 18.78.060E and Section 18.78.060F of the Rialto Municipal Code, the Planning Commission shall hold a public hearing for a proposed amendment to an adopted specific plan and forward a recommendation to the City Council for action; and

WHEREAS, on November 9, 2016, the Planning Commission of the City of Rialto conducted a duly noticed public hearing, as required by law, on RSP AMD No. 5 and TPM No. 19754, took testimony, at which time it received input from staff, the city attorney, and the applicant; heard public testimony; discussed RSP AMD No. 5 and TPM No. 19754; 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 RSP AMD No. 5, including written staff reports, verbal testimony, project plans, other documents, and the conditions of approval stated herein, the Planning Commission hereby determines that RSP AMD No. 5 satisfies the requirements of Government Code Sections 65358 and 65453 and Section 18.78.060I of the Rialto Municipal Code pertaining to the findings which must be made precedent to adopting a zone change. The findings are as follows:

1. That the proposed Specific Plan Amendment is consistent with the goals and policies of the General Plan and its purposes, standards and land use guidelines; and

This finding is supported by the following facts:

The Site has a General Plan designation of Specific Plan and a zoning designation of Freeway Commercial (FC) within the Renaissance Specific Plan. The Project will not affect the General Plan land use designation for the Site.

Nevertheless, the Project is consistent with Goal 2-16 and Goal 2-22 of the Land Use Element of the General Plan, which encourages improved architectural and design quality

that is sensitive to the needs of the visitor or resident. The change in the zoning designation will facilitate a development of superior architectural quality. The development proposes to incorporate significant wall plane articulation and several other unique architectural features including pitched roofs with concrete tile roofing and limestone veneer accents. The development will also include fourteen (14) foot solid screen walls around the loading areas to screen views and reduce noise pollution.

Additionally, the Project is consistent with Goal 3-1 of the Economic Development Element of the General Plan, which encourages strengthening and diversification of the economic base and employment opportunities, while maintaining a positive business climate. The change in the zoning designation of the Site from FC to BC will lead to the development of three (3) industrial buildings on land that has remained historically vacant under the current zoning..

2. That the proposed Specific Plan Amendment will help achieve a balanced community of all races, age groups, income levels and ways of life; and

This finding is supported by the following facts:

The Project will facilitate the development of three (3) industrial buildings, which will provide new jobs across various wage and education levels available to all races, age groups, and ways of life.

3. That the proposed Specific Plan Amendment results in development of desirable character, which will be compatible with existing and proposed development in the surrounding neighborhood; and

This finding is supported by the following facts:

The Project will facilitate the development of a three (3) high-quality warehouses. The proposed Development is consistent with the existing warehouse developments adjacent to the south of the Site and other recent warehouse developments within the Renaissance Specific Plan area.

The nearest sensitive uses are the single-family residences located to the west of the project site, across Palmetto Avenue. The project is not expected to negatively impact any uses since measures, such as landscape buffering, the installation of solid screen walls, and the prohibition of truck movements on Palmetto Avenue will be implemented.

4. That the proposed Specific Plan Amendment contributes to a balance of land uses that will enable local residents to work and shop in the community in which they live; and

This finding is supported by the following facts:

Limited development opportunities exist within the Renaissance Specific Plan area between Palmetto Avenue and Alder Avenue. The Site is surrounded by the 210 freeway to the north, two (2) large warehouse buildings to the south, and a single-family residential subdivision to the west. The Site has remained historically vacant under the Freeway Commercial zoning. The likelihood that the project site will ever develop with freeway commercial uses is remote, due to the abundance of existing freeway commercial uses in nearby Fontana and the lack of new housing in the area. A site immediately adjacent to large-scale warehouses is not suited for residential development. Simultaneously, the existing FC zoning has not resulted in any development on the Site. The most logical zoning designation to facilitate the development of the Site is an industrial zone, such as the BC zone. The BC zone will maintain consistency with the surrounding area and provide job opportunities for those living in existing residential areas nearby.

5. That the proposed Specific Plan Amendment respects the environmental and aesthetic assets of the community consistent with economic realities; and

This finding is supported by the following facts:

An Initial Study (Environmental Assessment Review No. 16-27) was prepared for the project to assess the potential environmental impacts of the proposed project, in accordance with the requirements of the California Environmental Quality Act (CEQA). Based on the findings and within the Initial Study, staff determined that the environmental effects that will result from the project have already been addressed in the previously certified Renaissance Specific Plan Final Environmental Impact Report, and, as such, an Addendum to the Renaissance Specific Plan Final Environmental Impact Report was prepared.

6. That the proposed Specific Plan Amendment incorporates, where feasible, active and passive energy conservation measures.

This finding is supported by the following facts:

Pursuant to the mitigation measures contained within Environmental Assessment Review No. 16-27, the Development, enabled by the Project, will exceed California Building Code Title 24, Part 6 Energy Efficiency Standards. This will be achieved through the implementation of energy efficient lighting, windows, heating and cooling systems, painting of all structures in light off-white colors to reflect heat away, and the installation of Energy Star appliances.

SECTION 3. An Initial Study (Environmental Assessment Review No. 16-27) has been prepared for the proposed Project in accordance with the California Environmental Quality Act (CEQA) and it has been determined that the Project will not create new or more severe impacts than those evaluated in the previously certified Renaissance Specific Plan Final Environmental Impact

Report. Based on the Initial Study, prepared in accordance with CEQA, an Addendum to the Renaissance Specific Plan Final Environmental Impact Report has been prepared. The Planning Commission has forwarded, or is forwarding, a recommendation to the City Council to adopt the Addendum to the Renaissance Specific Plan Final Environmental Impact Report for the Project.

SECTION 4. The Planning Commission hereby recommends that the City Council approve RSP AMD No. 5 to change the zoning designation of the Site from FC to BC, in accordance with the application on file with the Planning Division, subject to the following conditions:

1. RSP AMD No. 4 is approved changing the zoning designation of approximately 18.20 gross acres of land (APNs: 0240-171-02, -03, -20, -21, -27 & 0240-191-07) located at the southeast corner of Renaissance Parkway and Palmetto Avenue, and described in the legal description attached as Exhibit A, from FC to BC. If the Conditions of Approval specified herein are not satisfied or otherwise completed, the Project shall be subject to revocation.

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 RSP AMD No. 5. 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. Development of the Site shall contain a minimum of three (3) warehouse buildings, with a maximum building size of 210,628 square feet.

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 9th day of November, 2016.

_____
JERRY GUTIERREZ, CHAIR
CITY OF RIALTO PLANNING COMMISSION

Exhibit 'A'

LEGAL DESCRIPTION
ZONE CHANGE

LOT 1 OF CERTIFICATE OF COMPLIANCE NO. 232, IN THE CITY OF RIALTO, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, RECORDED JUNE 16, 2016 AS DOCUMENT NO. 2016-0237716 OF OFFICIAL RECORDS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF RIALTO, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 1:

THE WEST 220 FEET OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER GOVERNMENT SURVEY.

EXCEPTING THEREFROM THAT PORTION OF SAID LAND GRANTED TO THE STATE OF CALIFORNIA BY GRANT DEED RECORDED DECEMBER 19, 2002, AS INSTRUMENT NO. 02-0691979 AND AS INSTRUMENT NO. 02-0691980, BOTH OF OFFICIAL RECORDS.

PARCEL 2:

THE EAST 285 FEET OF THE WEST 505 FEET OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF RIALTO, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND ON FILE IN THE DISTRICT LAND OFFICES.

EXCEPT ALL OIL, GAS AND OTHER MINERAL DEPOSITS IN THE LAND SO PATENTED, TOGETHER WITH RIGHT TO PROSPECT FOR, MINE, AND REMOVE THE SAME, ACCORDING TO THE PROVISIONS OF THE ACT OF CONGRESS OF JUNE 1, 1938 AS RESERVED IN THE PATENT RECORDED APRIL 7, 1891 IN BOOK 'C' PAGE 581 OF PATENTS.

ALSO EXCEPT THOSE PORTIONS CONVEYED TO THE STATE OF CALIFORNIA BY DEEDS RECORDED NOVEMBER 12, 2002 AS INSTRUMENT NO. 2002-0608906 AND DECEMBER 20, 2002 AS INSTRUMENT 20020694818, BOTH OF OFFICIAL RECORDS.

PARCEL 3:

THE EAST 155.00 FEET OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 SECTION 32, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF RIALTO, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF.

EXCEPTING THEREFROM THAT PORTION OF SAID LAND DESCRIBED IN THE GRANT DEED TO THE STATE OF CALIFORNIA RECORDED JANUARY 27, 2003 AS INSTRUMENT NO. 03-0052231, OFFICIAL RECORDS.

EXCEPTING THEREFROM ALL OIL, GAS AND OTHER MINERAL DEPOSITS IN THE LAND SO PATENTED, TOGETHER WITH THE RIGHT TO PROSPECT FOR, MINE AND REMOVE THE SAME, ACCORDING TO THE PROVISIONS OF THE ACT OF CONGRESS OF JUNE 1, 1938, AS RESERVED IN THE PATENT RECORDED APRIL 7, 1891, IN BOOK "C", PAGE 581, OF PATENTS.

LEGAL DESCRIPTION
ZONE CHANGE

PARCEL 4:

SOUTHERLY 9.143 METERS (30.00'), MEASURED AT RIGHT ANGLES FROM THE NORTH LINE OF SAID SECTION, SAID PARALLEL LINE ALSO BEING THE SOUTH LINE OF HIGHLAND AVENUE (60 FEET WIDE); THENCE ALONG SAID WEST LINE, SOUTH 0° 14' 26" EAST, 58.997 METERS (193.56') TO THE BEGINNING, OF A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY, HAVING A RADIUS OF 534.800 METERS (1754.59'), A RADIAL LINE TO

SAID POINT BEARS NORTH 24° 26' 42" EAST; THENCE SOUTHEASTERLY ALONG SAID CURVE, 43.109 METERS (141.43') THROUGH A CENTRAL ANGLE OF 4° 37' 36" TO THE EAST LINE OF SAID WEST 126 FEET, A RADIAL BEARS NORTH 29° 03' 48" EAST; THENCE ALONG SAID EAST LINE, NORTH 0° 14' 26" WEST, 78.602 METERS (257.88') TO A POINT ON SAID SOUTH LINE OF THE HIGHLAND AVENUE; THENCE SOUTH 89° 41' 42" WEST A DISTANCE OF 38.401 METERS (125.99') TO THE POINT OF BEGINNING.

PARCEL 5:

THE WEST 2.5 ACRES OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND APPROVED BY THE SURVEYOR GENERAL DATED OCTOBER 14, 1885.

EXCEPT THEREFROM THE WEST 32 FEET AS DESCRIBED IN THE DEED TO THE CITY OF RIALTO, RECORDED NOVEMBER 4, 1988 AS INSTRUMENT NO. 88-374286 OF OFFICIAL RECORDS.

ALSO EXCEPT THEREFROM THAT PORTION DESCRIBED IN THE DEED TO THE STATE OF CALIFORNIA, RECORDED JUNE 18, 2002 AS INSTRUMENT NO. 02-314406 OF OFFICIAL RECORDS.

PARCEL 6:

THAT PORTION OF THE EAST 7-1/2 ACRES OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE CITY OF RIALTO, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL GOVERNMENT PLAT THEREOF.

EXCEPT THEREFROM THAT PORTION CONVEYED TO THE STATE OF CALIFORNIA BY GRANT DEED RECORDED JULY 1, 2002, AS INSTRUMENT NO. 02-336836, OF OFFICIAL RECORDS, DESCRIBED AS FOLLOWS:
BEGINNING AT THE INTERSECTION OF THE WEST LINE OF SAID EAST 7-1/2 ACRES WITH THE SOUTH LINE OF HIGHLAND AVENUE (60 FEET WIDE), BEING A LINE PARALLEL WITH AND DISTANT SOUTHERLY 9.143 METERS (30.00') MEASURED AT A RIGHT ANGLE FROM THE NORTH LINE OF SAID SECTION; THENCE ALONG SAID SOUTH LINE NORTH 89° 41' 42" EAST 153.146 METERS (502.45') TO THE WEST LINE OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SAID SECTION; THENCE ALONG SAID WEST LINE SOUTH 0° 16' 18" EAST 10.269 METERS (33.69') TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE SOUTHERLY HAVING A RADIUS OF 534.800 METERS (1754.59'), A RADIAL LINE TO SAID BEGINNING BEARS NORTH 1° 54' 23" EAST, THENCE WESTERLY ALONG SAID CURVE 20.631 METERS THROUGH A CENTRAL ANGLE OF 2° 12'37", THENCE SOUTH 89° 41' 26" WEST 132.514 METERS (434.76') TO THE FIRST SAID WEST LINE; THENCE ALONG SAID WEST LINE NORTH
0° 18' 10" WEST 9.867 METERS (32.37') TO THE POINT OF BEGINNING.

LEGAL DESCRIPTION
ZONE CHANGE

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF RIALTO, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND APPROVED BY THE SURVEYOR GENERAL DATED OCTOBER 14, 1885.

TOGETHER WITH THE WEST 126 FEET OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO MERIDIAN IN THE CITY OF RIALTO, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND APPROVED BY THE SURVEYOR GENERAL DATED OCTOBER 14, 1885.

EXCEPTING THEREFROM THAT PORTION OF SAID LAND GRANTED TO THE STATE OF CALIFORNIA BY GRANT DEED RECORDED DECEMBER 19, 2002, AS INSTRUMENT NO. 2002-0691979 AND AS INSTRUMENT NO. 2002-0691980, BOTH OF OFFICIAL RECORDS.

ALSO EXCEPTING THEREFROM THAT PORTION OF SAID LAND DESCRIBED IN THE GRANT DEED TO THE STATE OF CALIFORNIA RECORDED JANUARY 27, 2003 AS INSTRUMENT NO. 2003-0052231, OFFICIAL RECORDS.

ALSO EXCEPT THOSE PORTIONS CONVEYED TO THE STATE OF CALIFORNIA BY DEEDS RECORDED NOVEMBER 12, 2002 AS INSTRUMENT NO. 2002-0608906 AND DECEMBER 20, 2002 AS INSTRUMENT 2002-0694818, BOTH OF OFFICIAL RECORDS.

ALSO EXCEPT THAT PORTION CONVEYED TO THE STATE OF CALIFORNIA BY DEED RECORDED APRIL 1, 2002 AS INSTRUMENT NO. 2002-0159084.

ALSO EXCEPT THOSE PORTIONS WITHIN HIGHLAND AVENUE (30 FEET HALFWIDTH).

EXCEPTING THEREFROM ALL OIL, GAS AND OTHER MINERAL DEPOSITS IN THE LAND SO PATENTED, TOGETHER WITH THE RIGHT TO PROSPECT FOR, MINE AND REMOVE THE SAME, ACCORDING TO THE PROVISIONS OF THE ACT OF CONGRESS OF JUNE 1, 1938, AS RESERVED IN THE PATENT RECORDED APRIL 7, 1891, IN BOOK "C", PAGE 581, OF PATENTS.

TOGETHER WITH:

THAT PORTION OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND APPROVED BY THE SURVEYOR GENERAL DATED OCTOBER 14, 1885 DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SAID NORTHEAST 1/4 OF SECTION 32;
THENCE EAST ALONG THE NORTH LINE OF SAID NORTHEAST 1/4 OF SECTION 32, 166.79 FEET, MORE OR LESS, TO THE EAST LINE OF THE WEST 2.5 ACRES OF SAID NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, SAID 2.5 ACRES BEING ESTABLISHED AS THE PROPORTIONED 2.5 TENTHS OF THE RECORD 10 ACRES PER SAID PLAT;
THENCE SOUTH ALONG THE EAST LINE OF THE SAID PROPORTIONED WEST 2.5 ACRES, 661.54 FEET, MORE OR LESS, TO THE SOUTH LINE OF THE SAID NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32;
THENCE WEST ALONG THE SAID SOUTH LINE 166.70 FEET, MORE OR LESS, TO THE WEST LINE OF SAID NORTHEAST 1/4 OF SECTION 32;

LEGAL DESCRIPTION
ZONE CHANGE

THENCE NORTH ALONG SAID WEST LINE 661.47 FEET, MORE OR LESS, TO THE POINT OF BEGINNING.

EXCEPT THEREFROM THE WEST 32 FEET AS DESCRIBED IN THE DEED TO THE CITY OF RIALTO, RECORDED NOVEMBER 4, 1988 AS INSTRUMENT NO. 88-374286 OF OFFICIAL RECORDS.

ALSO EXCEPT THEREFROM THAT PORTION DESCRIBED IN THE DEED TO THE STATE OF CALIFORNIA, RECORDED JUNE 18, 2002 AS INSTRUMENT NO. 2002-314406 OF OFFICIAL RECORDS.

ALSO EXCEPT THOSE PORTIONS WITHIN HIGHLAND AVENUE (30 FEET HALF WIDTH).

TOGETHER WITH:

THAT PORTION OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND APPROVED BY THE SURVEYOR GENERAL DATED OCTOBER 14, 1885 DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID NORTHEAST 1/4 OF SECTION 32;
THENCE EAST ALONG THE NORTH LINE OF SAID NORTHEAST 1/4 OF SECTION 32, 166.79 FEET, MORE OR LESS, TO THE EAST LINE OF THE WEST 2.5 ACRES OF SAID NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, SAID 2.5 ACRES BEING ESTABLISHED AS THE PROPORTIONED 2.5 TENTHS OF THE RECORD 10 ACRES PER SAID PLAT, TO THE POINT OF BEGINNING;
THENCE SOUTH ALONG THE EAST LINE OF THE SAID PROPORTIONED WEST 2.5 ACRES, 661.54 FEET, MORE OR LESS, TO THE SOUTH LINE OF THE SAID NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32;
THENCE EAST ALONG THE SAID SOUTH LINE 501.11 FEET, MORE OR LESS, TO THE EAST LINE OF SAID NORTHWEST 1/4 OF THE NORTHWEST 1/4 NORTHEAST 1/4 OF SECTION 32;
THENCE NORTH ALONG SAID LAST SAID EAST LINE 661.72 FEET, MORE OR LESS, TO THE SAID NORTH LINE;
THENCE WEST ALONG SAID NORTH LINE 500.37 FEET, MORE OR LESS, TO THE POINT OF BEGINNING.

EXCEPT THEREFROM THAT PORTION CONVEYED TO THE STATE OF CALIFORNIA BY GRANT DEED RECORDED JULY 1, 2002, AS INSTRUMENT NO. 2002-336836, OF OFFICIAL RECORDS.

ALSO EXCEPT THOSE PORTIONS WITHIN HIGHLAND AVENUE (30 FEET HALF WIDTH).

PREPARED UNDER THE DIRECTION OF:

BRIAN L. THIENES
P.L.S. No. 5750
REG. EXP. 12/31/17

11/2/16
DATE

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