

1 WHEREAS, on September 30, 2020, the Planning Commission of the City of Rialto
2 conducted a duly noticed public hearing, as required by law, on CDP No. 2020-0003, TPM No.
3 20204, and PPD No. 2020-0004, took testimony, at which time it received input from staff, the
4 city attorney, and the applicant; heard public testimony; discussed the proposed CDP No. 2020-
5 0003, TPM No. 20204, and PPD No. 2020-0004; and closed the public hearing; and

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

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

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

11 SECTION 2. Based on substantial evidence presented to the Planning Commission during
12 the public hearing conducted with regard to CDP No. 2020-0003, including written staff reports,
13 verbal testimony, site plans, other documents, and the conditions of approval stated herein, the
14 Planning Commission hereby determines that CDP No. 2020-0003 satisfies the requirements of
15 Section 18.66.020 of the Rialto Municipal Code pertaining to the findings which must be made
16 precedent to granting a conditional development permit, which findings are as follows:

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

20 *This finding is supported by the following facts:*

21 The Site is a rectangular-shaped piece of land, which is vacant and heavily disturbed due
22 to prior truck and trailer movements and storage that occurred on site for long periods of
23 time. The Project will develop the highest and best use for the Site, in accordance with the
24 Light Industrial (M-1) zone. Additionally, the Project will provide employment
25 opportunities within the City and reduce blight by implementing a use on vacant,
26 unimproved land.

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

This finding is supported by the following facts:

 The development of an industrial storage warehouse/distribution center building on the Site
 is consistent with the M-1 zone, which conditionally permits the development and

1 operation of storage warehouse/distribution center buildings. To the north of the project
2 site is an approximately 57,000 square foot industrial building occupied by Plant Prefab, a
3 pre-fabricated home manufacturer, and to the east is both a San Bernardino County Flood
4 Control Channel and a 258,857 square foot industrial warehouse building occupied by
5 DeVilbiss HealthCare, a healthcare supply distributor. To the south, across Merrill
6 Avenue, is a single-family residential subdivision built in 1981, and to the west, across
7 Yucca Avenue, are four (4) small industrial buildings ranging in size from 6,000 square
8 feet to 12,000 square that are occupied by various businesses. The zoning of the project
9 site and the properties to the north, east, and west is M-1, and the zoning of the properties
10 to south is Single-Family Residential (R-1C). The Project is consistent with the M-1 zone
11 and the surrounding land uses. The nearest sensitive uses are the single-family residences
12 to the south of the Site. The project is not expected to negatively impact any uses with the
13 successful implementation of measures such as landscape buffering, the installation of
14 solid screen walls, and aesthetic building enhancements.

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

18 *This finding is supported by the following facts:*

19 The Site contains 3.51 gross acres (3.45 net-acres), is rectangular-shaped, fairly level, and
20 adjacent to two (2) public streets, which will be able to accommodate the proposed use. The
21 Project will have two (2) points of access – both via Yucca Avenue. The northerly
22 driveway on Yucca Avenue will provide right-in/left-out access for both trucks and
23 passenger vehicles, and the southerly driveway on Yucca Avenue will provide full access
24 for passenger vehicles only. In addition, the building will have 43 parking spaces, which
25 exceeds the amount of parking required by Chapter 18.58 (Off-Street Parking) of the Rialto
26 Municipal Code.

27 4. The site has adequate access to those utilities and other services required for the
28 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 M-1 zone, or any zoning
ordinances, and

This finding is supported by the following facts:

1 As previously stated, the use is consistent with the M-1 zone. The building will be oriented
2 such that none of the dock doors will front or face the public right-of-way, the building
3 will have forty-three (43) parking spaces, and the parking will have a Floor Area Ratio
4 (FAR) of 24.3 percent, all of which comply with the General Plan, the M-1 zone, and the
5 City's Design Guidelines. Additionally, seventeen (17) foot wide landscaped planters will
6 be provided along Merrill Avenue and Yucca Avenue. Landscaping will be abundantly
7 incorporated into the Site, as the landscape coverage for the project is 14.5 percent, which
8 exceeds the minimum required amount of 10.0 percent.

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:

10 The Project's effects will be minimized through the implementation of the Conditions of
11 Approval contained herein, and through the implementation of Conditions of Approval
12 imposed by the Planning Commission on the Precise Plan of Design, such as extensive
13 landscaping, solid screen walls, decorative paving, and enhanced architectural features.
14 The development of a high-quality industrial development will provide additional
15 employment opportunities for residents and visitors to the City. The Project will also serve
16 to develop a piece of land, which has remained undeveloped. The Project is consistent
17 with the M-1 zone and the surrounding land uses. The nearest sensitive uses are the single-
18 family residences to the south of the Site. The project is not expected to negatively impact
19 any uses with the successful implementation of measures such as landscape buffering, the
20 installation of solid screen walls, and aesthetic building enhancements. Therefore, any
21 potential adverse effects are outweighed by the benefits conferred upon the community and
22 neighborhood as a whole.

19 SECTION 3. DP Yucca, LLC is hereby granted CDP No. 2020-0003 to allow the
20 development and operation of a 36,500 square foot industrial storage warehouse/distribution center
21 building on 3.51 gross acres (3.45 net acres) of land (APNs: 0131-011-29, -30, -31, -32, -33, & -34)
22 located at the northeast corner of Merrill Avenue and Yucca Avenue within the Light Industrial (M-
23 1) zone.

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

1 SECTION 5. CDP No. 2020-0003 is granted to DP Yucca, LLC, in accordance with the plans
2 and application on file with the Planning Division, subject to the following conditions:

- 3 1. The approval is granted allowing the development and operation of a 36,500 square foot
4 industrial storage warehouse/distribution center building on 3.51 gross acres (3.45 net
5 acres) of land (APN: 0131-011-29, -30, -31, -32, -33, & -34) located at the northeast
6 corner of Merrill Avenue and Yucca Avenue, as shown on the plans submitted to the
7 Planning Division on March 31, 2020, and as approved by the Planning Commission. If
8 the Conditions of Approval specified herein are not satisfied or otherwise completed, the
9 project shall be subject to revocation.
- 10 2. City inspectors shall have access to the site to reasonably inspect the site during normal
11 working hours to assure compliance with these conditions and other codes.
- 12 3. The applicant shall indemnify, protect, defend, and hold harmless, the City of Rialto,
13 and/or any of its officials, officers, employees, agents, departments, agencies, and
14 instrumentalities thereof (collectively, the “City Parties”), from any and all claims,
15 demands, law suits, writs of mandamus, and other actions and proceedings (whether
16 legal, equitable, declaratory, administrative or adjudicatory in nature), and alternative
17 dispute resolutions procedures (including, but not limited to arbitrations, mediations,
18 and other such procedures), (collectively “Actions”), brought against the City, and/or
19 any of its officials, officers, employees, agents, departments, agencies, and
20 instrumentalities thereof, that challenge, attack, or seek to modify, set aside, void, or
21 annul, the any action of, or any permit or approval issued by, the City and/or any of its
22 officials, officers, employees, agents, departments, agencies, and instrumentalities
23 thereof (including actions approved by the voters of the City), for or concerning the
24 Project (collectively, the “Entitlements”), whether such Actions are brought under the
25 California Environmental Quality Act, the Planning and Zoning Law, the Subdivision
26 Map Act, Code of Civil Procedure Chapter 1085 or 1094.5, the California Public
27 Records Act, or any other state, federal, or local statute, law, ordinance, rule, regulation,
28 or any decision of a court of competent jurisdiction. This condition to indemnify,
protect, defend, and hold the City harmless shall include, but not limited to (i) damages,
fees and/or costs awarded against the City, if any, and (ii) cost of suit, attorneys’ fees
and other costs, liabilities and expenses incurred in connection with such proceeding
whether incurred by applicant, Property owner, or the City and/or other parties
initiating or bringing such proceeding (collectively, subparts (i) and (ii) are the
“Damages”). Notwithstanding anything to the contrary contained herein, the Applicant
shall not be liable to the City Parties under this indemnity to the extent the Damages
incurred by any of the City Parties in such Action(s) are a result of the City Parties’
fraud, intentional misconduct or gross negligence in connection with issuing the
Entitlements. The applicant shall execute an agreement to indemnify, protect, defend,
and hold the City harmless as stated herein within five (5) days of approval of CDP No.
2020-0003.
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

1 subject to protest by the applicant at the time of approval or conditional approval of the
2 Project or within 90 days after the date of the imposition of the fees, dedications,
3 reservations, or exactions imposed on the Project.

- 4 5. The Project is approved for storage warehouse/distribution center uses only, which means
5 the building shall be primarily used for the storage of goods and used for the sale or
6 distribution of those goods to their direct customers or retailers. Storage
7 warehouse/distribution center uses do not include uses that combine small freight
8 shipments from many shippers to form a truckload, commonly referred to as Less Than
9 Truckload Shipping (LTL), or uses that receive, handle, sort, and/or deliver parcels and
10 mail from numerous customers, commonly referred to as Parcel Delivery Terminals.
- 11 6. The Project shall be limited to a maximum of seventy-eight (78) actual passenger car trips
12 and fifty-six (56) actual truck trips daily, in accordance with Table 2 (Project Trip
13 Generation Summary) of the Traffic Impact Analysis Scoping Agreement prepared for
14 the Project by Urban Crossroads, Inc. and dated April 20, 2020, which is attached as
15 Exhibit A.
- 16 7. The southerly truck court gate shall always remain closed, except for emergency vehicle
17 access, and all trucks shall access the site via the northerly driveway on Yucca Avenue
18 and maneuver within the truck court as shown on the Truck Maneuvering Template
19 attached as Exhibit B.
- 20 8. The applicant, landlord, and/or tenant(s) shall require all inbound and outbound truck
21 traffic to enter and exit the site via Yucca Avenue to and from Merrill Avenue west of the
22 Site. Additionally, all truck traffic generated by the Project shall follow prescribed truck
23 routes throughout the rest of the City of Rialto. Truck traffic shall not enter or exit the site
24 via Merrill Avenue east of the project site to avoid passing by Curtis Elementary School
25 and other areas dominated by residential uses.
- 26 9. The applicant, landlord, and/or tenant(s) shall only park or store truck and trailers within
27 designated (marked) truck/trailer parking spaces. No truck or trailers shall be parked or
28 stored within any drive-aisles or passenger vehicle parking areas at any time.
10. The landlord and/or tenant(s) shall not store any product, goods, materials, etc. outside of
the building at any time, except for trucks, trailers, and vehicles associated with the
operation(s) conducted within the building, without prior approval of a separate
Conditional Development Permit in accordance with Chapter 18.104 (Outdoor Storage
Uses) of the Rialto Municipal Code.
11. The privileges granted by the Planning Commission pursuant to approval of this
Conditional Development Permit are valid for one (1) year from the effective date of
approval. If the applicant fails to commence the project within one year of said
effective date, this conditional development permit shall be null and void and any
privileges granted hereunder shall terminate automatically. If the applicant or his or
her successor in interest commence the project within one year of the effective date of

1 approval, the privileges granted hereunder will continue inured to the property as long
2 as the property is used for the purpose for which the conditional development permit
3 was granted, and such use remains compatible with adjacent property uses.

4 12. Approval of CDP No. 2020-0003 will not become effective until the applicant has signed
5 a statement acknowledging awareness and acceptance of the required conditions of
6 approval contained herein.

7 13. In the event, that any operation on the Site is found to be objectionable or incompatible
8 with the character of the City and its environs due to excessive noise, excessive traffic,
9 loitering, criminal activity or other undesirable characteristics including, but not strictly
10 limited to, uses which are or have become offensive to neighboring property or the goals
11 and objectives of the Light Industrial (M-1) zone and the City's General Plan, the
12 applicant shall address the issues within forty-eight (48) hours of being notified by the
13 City.

14 14. If the applicant fails to comply with any of the conditions of approval placed upon CDP
15 No. 2020-0003, TPM No. 20204, or PPD No. 2020-0004, the Planning Commission
16 may initiate proceedings to revoke the conditional development permit in accordance
17 with the provisions of Sections 18.66.070 through 18.66.090, inclusive, of the Rialto
18 Municipal Code. Conditional Development Permit No. 2020-0003 may be revoked,
19 suspended or modified in accordance with Section 18.66.070 of the Zoning Ordinance
20 at the discretion of the Planning Commission if:

- 21 a) The use for which such approval was granted has ceased to exist, been
22 subsequently modified, or has been suspended for six (6) months or more;
- 23 b) Any of the express conditions or terms of such permit are violated;
- 24 c) The use for which such approval was granted becomes or is found to be
25 objectionable or incompatible with the character of the City and its environs
26 due to excessive noise, excessive traffic, loitering, criminal activity or other
27 undesirable characteristics including, but not strictly limited to uses which
28 are or have become offensive to neighboring property or the goals and
objectives of the Light Industrial (M-1) zone, and the City's General Plan.

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

31 PASSED, APPROVED AND ADOPTED this 30th day of September 30, 2020.

32 _____
33 JOHN PEUKERT, CHAIR
34 CITY OF RIALTO PLANNING COMMISSION

1 STATE OF CALIFORNIA)
2 COUNTY OF SAN BERNARDINO) ss
3 CITY OF RIALTO)
4

5 I, Adrianna Martinez, Administrative Assistant of the City of Rialto, do hereby certify that
6 the foregoing Resolution No. ____ was duly passed and adopted at a regular meeting of the Planning
7 Commission of the City of Rialto held on the ____th day of ____, 2020.

8 Upon motion of Planning Commissioner_____, seconded by Planning Commissioner
9 _____, the foregoing Resolution No. ____ was duly passed and adopted.

10 Vote on the motion:

11 AYES:

12 NOES:

13 ABSENT:

14 IN WITNESS WHEREOF, I have hereunto set my hand and the Official Seal of the City of
15 Rialto this ____th day of ____, 2020.

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ADRIANNA MARTINEZ, ADMINISTRATIVE ASSISTANT

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1 Exhibit "A"

2 Traffic Impact Analysis Scoping Agreement

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6 Exhibit B

7 SCOPING AGREEMENT FOR TRAFFIC IMPACT ANALYSIS

8 This following form shall be used to acknowledge preliminary approval of the scope for
9 the traffic impact analysis (TIA) of the following project. The TIA must follow the City of
10 Rialto Traffic Impact Analysis – Report Guidelines and Requirements, adopted by the
11 City Council on February 5, 2014.

12 City of Rialto
13 Traffic Impact Analysis
14 Scoping Agreement

15 Case No. _____

16 Related Cases -

17 SP No. _____

18 EIR No. _____

19 GPA No. _____

20 ZC No. _____

21 Project Name: Dedeaux Industrial Center

22 Project Address: North of Merrill Av. & East of Yucca Av.

23 Project Description: 36,500 square feet of warehousing use

	<u>Consultant</u>	<u>Developer</u>
Name:	<u>Charlene So, Urban Crossroads</u>	<u>Dedeaux Properties c/o First Carbon Solutions</u>
Address:	<u>260 E. Baker St., Suite 200 Costa Mesa, CA 92626</u>	<u>250 Commerce, Suite 250 Irvine, CA 92602</u>
Telephone:	<u>949-336-5982</u>	<u>714-508-4100</u>
Fax:	<u>N/A</u>	<u>N/A</u>

24 *Project under trip threshold. Merrill Ave is developed
25 Yucca requires signals & st. lights. Merrill/Cactus
26 has signals. NO FURTHER study is required.
27 FURTHER study to signal at Merrill/ Yucca shall be assessed*

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

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1. Trip Generation Source: ITE 9th Ed Trip Gen Manual (2012) + Rialto TIA Guidelines for Truck Mix

Existing GP Land Use LI Proposed Land Use LI

Current Zoning: M-1 Proposed Zoning: M-1

Total Daily Project Trips: 228 (PCE)

	Current Trip Generation			Proposed Trip Generation		
	In	Out	Total	In	Out	Total
AM Trips				<u>15 PCE</u>	<u>4 PCE</u>	<u>19 PCE</u>
PM Trips				<u>5 PCE</u>	<u>15 PCE</u>	<u>20 PCE</u>
Internal Trip Allowance	Yes	No	<u>(0</u> % Trip Discount)			
Pass-By Trip Allowance	Yes	No	<u>(0</u> % 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: NVaries % SVaries % EVaries % WVaries %

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

3. Background Growth Traffic

Project Completion Year: 2021 Annual Background Growth Rate: 2.0 %

Other Phase Years N/A

Other area projects to be considered: To be provided by the City

(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: N/A

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

- | | |
|---|-----------|
| 1. <u>Yucca Av. & Driveway 1</u> | 6. _____ |
| 2. <u>Yucca Av. & Driveway 2</u> | 7. _____ |
| 3. <u>Yucca Av. & Merrill Av.</u> | 8. _____ |
| 4. <u>* All intersections have < 50 peak hr. trips</u> | 9. _____ |
| 5. _____ | 10. _____ |

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

- | | |
|----------|-----------|
| 1. _____ | 6. _____ |
| 2. _____ | 7. _____ |
| 3. _____ | 8. _____ |
| 4. _____ | 9. _____ |
| 5. _____ | 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.)

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: Must obtain historic counts, or collect new counts and apply an adjustment factor

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 _____

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

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Recommended:

Scoping Agreement Submittal date 4/16/2020

Scoping Agreement Resubmittal date 4/20/2020

Charlene S 4/16/2020
Applicant/Engineer Date

Land Use Concurrence:

DJ 5-18-2020
Development Services Department Date

Approved by:

Gene PK Lott 4/21/2020
Public Works Department Date

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.



May 8, 2020

Mr. Gene Klatt
City of Rialto
335 W. Rialto Avenue
Rialto, CA 92376

SUBJECT: DEDEAUX INDUSTRIAL CENTER TRAFFIC IMPACT ANALYSIS – SCOPING AGREEMENT

Dear Mr. Gene Klatt:

Urban Crossroads, Inc. is pleased to submit this scoping letter to City of Rialto regarding the Traffic Impact Analysis for the proposed Dedeaux Industrial Center development ("Project"), which is located north of Merrill Avenue and east of Yucca Avenue in the City of Rialto. The Project is to consist of a single 36,500 square foot warehouse building. This letter describes the draft proposed project trip generation, trip distribution, and analysis methodology, which have been used to establish the draft proposed project study area and analysis locations.

A preliminary site plan for the proposed Project is shown on Exhibit 1. Exhibit 2 depicts the location of the proposed Project in relation to the existing roadway network. It is anticipated that the Project would be developed in a single phase with an anticipated Opening Year of 2021. For the purpose of this analysis, the following driveways will be assumed to provide access to the Project site:

- Driveway 1 on Yucca Avenue – Full Access (passenger cars and trucks)
- Driveway 2 on Yucca Avenue – Full Access (passenger cars only)

The proposed Project is anticipated to operate 24 hours a day, 7 days a week. There would be approximately 15 employees during the day shift and 10 employees during the evening shift. Although hours are not limited, there is a reduced amount of truck trips anticipated during the evening hours.

TRIP GENERATION

In order to develop the traffic characteristics of the proposed project, trip-generation statistics published in the Institute of Transportation Engineers (ITE) Trip Generation Manual (9th Edition, 2012) for Warehousing (ITE Land Use Code 150) were used. The vehicle and truck mix were sourced from the City of Rialto's Public Works Department's Traffic Impact Analysis Report Guidelines and Requirements (2013). Table 1 presents the trip generation rates and the resulting trip generation summary for the proposed Project. As shown in Table 1, the Project is anticipated to generate a net total of 134 trip-ends per day with 12 AM peak hour trips and 12 PM peak hour trips.

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4 Mr. Gene Klatt
City of Rialto
April 20, 2020
5 Page 2 of 5

6 **TRIP DISTRIBUTION**

7 The trip distribution pattern is heavily influenced by the geographical location of the site, the location of
8 surrounding uses, and the proximity to the regional freeway system. The Project trip distribution patterns
are graphically depicted on Exhibit 3 for passenger cars and Exhibit 4 for truck.

9 **ANALYSIS SCENARIOS**

10 Consistent with the City's TIA guidelines, intersection analysis will be provided for the following analysis
11 scenarios:

- 12 • Existing (2020) Conditions
- 13 • Existing plus Project Conditions (E+P)
- 14 • Existing Plus Ambient Growth Plus Project (E+A+P) (2021)
- 15 • Existing Plus Ambient Growth Plus Project Plus Cumulative (E+A+P+C) (2021)

16 Please confirm if the City is still requiring the analysis of E+P traffic conditions. All study area
17 intersections will be analyzed using the HCM (6th Edition) methodology. Pursuant to discussions with
18 City staff, a focused analysis will be conducted of the site adjacent intersection of Yucca Avenue at Merrill
19 Avenue in conjunction with Project driveways although the Project is anticipated to contribute fewer
20 than 50 peak hour trips to off-site intersections.

21 **STUDY AREA**

22 The traffic impact study area was defined in excess of the requirements of the City's TIA guidelines, which
23 state that the minimum area to be studied shall include any intersection of "Collector" or higher
24 classification street, with "Collector" or higher classification streets, at which the proposed project will
25 add 50 or more peak hour trips. The Project is anticipated to contribute fewer than 50 peak hour trips
26 to off-site study area intersections identified on Exhibit 2. The San Bernardino County Transportation
27 Authority (SBCTA) Congestion Management Program (CMP) for traffic impact reports shall be
28 implemented at the CMP intersections (if applicable). The general preparation of the traffic impact study
for this Project will be in conformance with the typical requirements of the City's TIA guidelines and the
San Bernardino County Traffic Study Guidelines (July 2019).

ANALYSIS METHODOLOGY

The City of Rialto requires signalized intersection operations analysis based on the methodology
described in the Highway Capacity Manual (HCM) (6th Edition). Intersection level of service (LOS)
operations are based on an intersection's average control delay. Unsignalized intersections will be
evaluated using the methodology described in the HCM (6th Edition). At two-way or side-street stop-
controlled intersections, LOS is calculated for each controlled movement and for the left turn movement

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4 Mr. Gene Klatt
City of Rialto
April 20, 2020
5 Page 3 of 5

6 from the major street, as well as for the intersection as a whole. For approaches composed of a single
7 lane, the delay is computed as the average of all movements in that lane. For all-way stop controlled
8 intersections, LOS is computed for the intersection as a whole. The default parameters, including
saturation flow rates, which will be utilized in the traffic analysis will be consistent with Exhibit C of the
City of Rialto's TIA guidelines.

9 **LEVEL OF SERVICE (LOS) CRITERIA**

10 The City of Rialto 2010 General Plan Update has established minimum LOS standards. Specifically,
General Plan Policies 4-1.20 and 4-1.21 establish the minimum standards to be applied to any TIA, as
11 follows:

- 12 • Policy 4-1.20: Design City streets so that signalized intersections operate at Level of Service (LOS) D or
better during the morning and evening peak hours and require new development to mitigate traffic
impacts that degrade LOS below that level.
- 13 • Policy 4-1.21: Design City streets so that unsignalized intersections operate with no vehicular movement
having an average delay greater than 120 seconds during the morning and evening peak hours, and
14 require new development to mitigate traffic impacts that increase delay above that level.

15 **EXISTING COUNT DATA**

16 In light of the current economic conditions and social-distancing practices in effect, Urban Crossroads
recommends that we use historic data that we obtain from the City or local count company. Counts
17 older than the current calendar year (2020) would be brought to current conditions through the
application of a growth factor. The growth factor used can either be 2.0 percent per year or the average
18 population, employment, and household growth per the RTP for the City of Rialto. If no historic traffic
counts are available for this location, then we suggest collecting a traffic count for the study area
intersections and perhaps another City intersection that is close by where historic data is available in
19 order to establish an adjustment factor to be applied to the 2020 traffic counts.

20 **AMBIENT GROWTH**

21 Pursuant to discussion with City staff and consistent with other studies performed in the area, an
ambient growth rate of 2% per year is proposed for the study area intersection to approximate
22 background growth not identified by nearby cumulative development projects.

23 **FAIR SHARE CALCULATION METHODOLOGY**

24 Improvements found to be included in a local or regional fee program will be identified as such. For
25 improvements that do not appear to be in either of the pre-existing fee programs, a fair share financial

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4 Mr. Gene Klatt
City of Rialto
5 April 20, 2020
Page 4 of 5

6 contribution based on the Project's fair share impact may be imposed in order to mitigate the Project's
share of impacts in lieu of construction.

7 If the intersection is currently operating at deficient LOS under Existing traffic conditions, the Project's
8 fair share cost of improvements would be determined based on the following equation, which is the
ratio of Project traffic to total traffic:

$$\text{Project Fair Share \%} = \text{Project Traffic} / \text{EAPC Total Traffic}$$

9 If the intersection is currently operating at acceptable LOS under Existing traffic conditions, the Project's
10 fair share cost of improvements would be determined based on the following equation, which is the
ratio of Project traffic to new traffic, where new traffic is total future traffic less existing baseline traffic:

$$\text{Project Fair Share \%} = \text{Project Traffic} / (\text{EAPC Total Traffic} - \text{Existing Traffic})$$

11 SPECIAL ISSUES

12 The following special issue will also be addressed as part of the TIA:

- 13 • Traffic Signal Warrant Analysis: Traffic signal warrant analysis will be performed for all full-access
14 unsignalized study area intersections utilizing the Caltrans peak-hour warrants for existing
intersections, and the Caltrans daily warrant for new intersections.
- 15 • Site Access Evaluation: The turn pocket lengths will be determined through peak hour traffic
16 simulations developed using Synchro and SimTraffic software in an effort to identify the required
storage capacity for turn lanes at each Project driveway.
- 17 • Vehicle Miles Traveled (VMT): analysis will be prepared under separate cover.

18 FEE PROGRAM

19 It is requested that the City provide a list of facilities that are included in the City's fee program.

20 CUMULATIVE DEVELOPMENT PROJECTS

21 We request the City staff provide a list of projects that have been recently added or completed for
22 inclusion in the traffic study. Consistent with City guidance, the warehouse trip generation rate will be
utilized by any high-cube warehouse/distribution center project within the City of Rialto as the City does
not recognize the use of the high-cube warehouse/distribution center ITE trip generation rates/SCAQMD
vehicle mix recommended for use by the SCAQMD.

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Mr. Gene Klatt
City of Rialto
April 20, 2020
Page 5 of 5

If you have any questions, please contact me directly at (949) 336-5982.

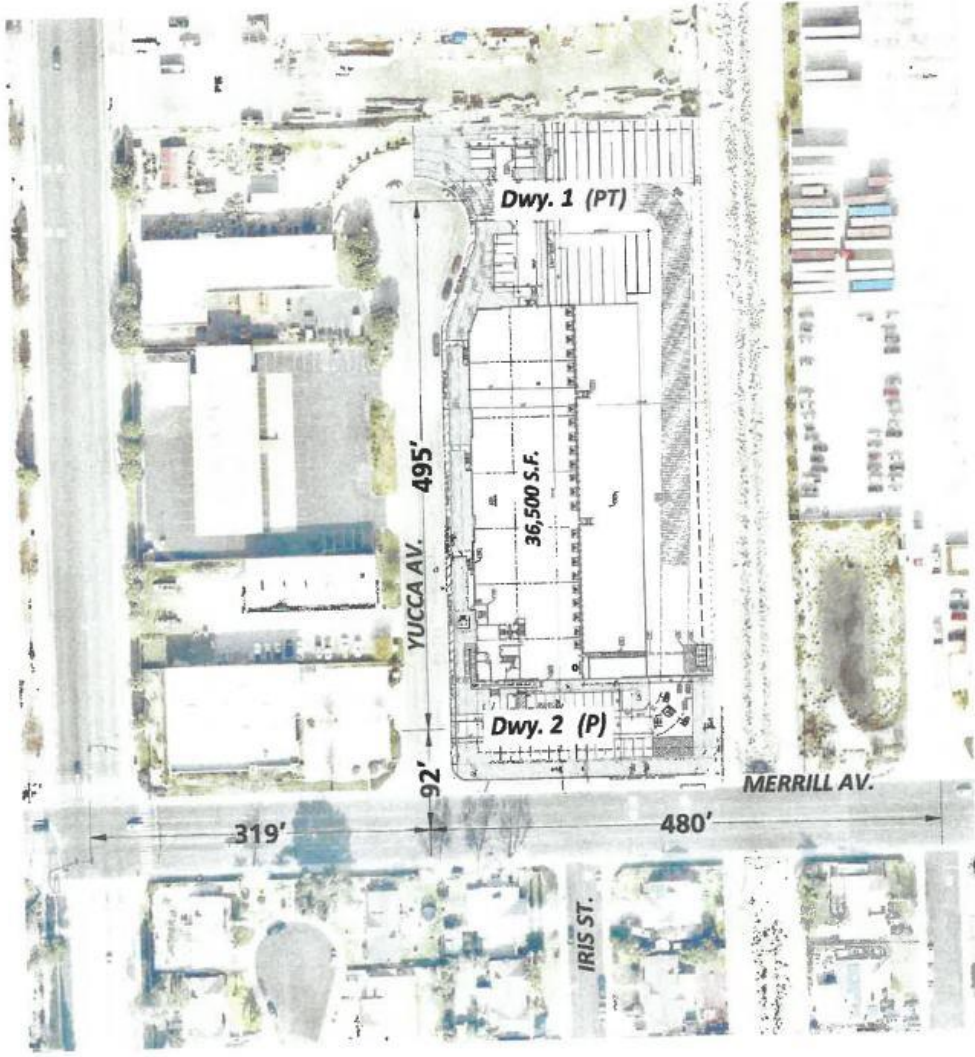
Respectfully submitted,

URBAN CROSSROADS, INC.



Charlene So, PE
Associate Principal

EXHIBIT 1: PRELIMINARY SITE PLAN



LEGEND:
P = PASSENGER CARS ONLY
PT = PASSENGER CARS AND TRUCKS

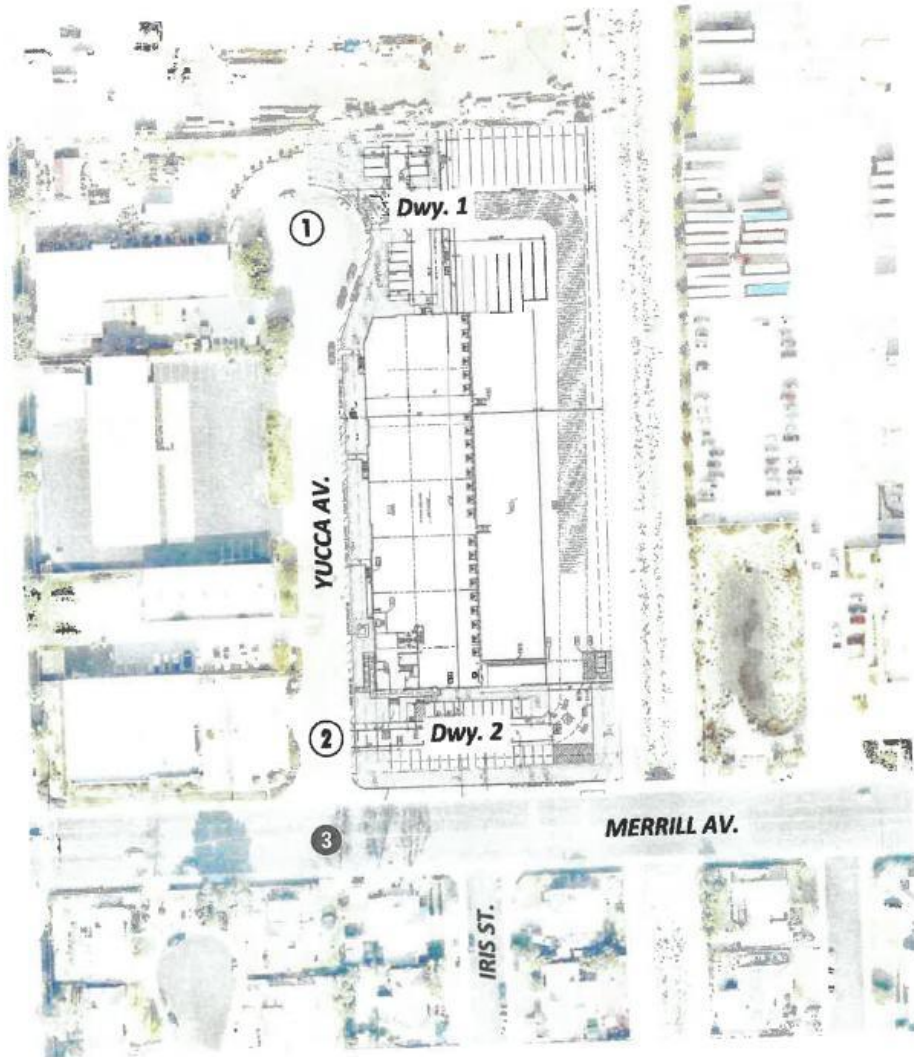


13010 - siteplan.dwg



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EXHIBIT 2: LOCATION MAP



LEGEND:

- 1** = EXISTING INTERSECTION ANALYSIS LOCATION
- 2** = FUTURE INTERSECTION ANALYSIS LOCATION

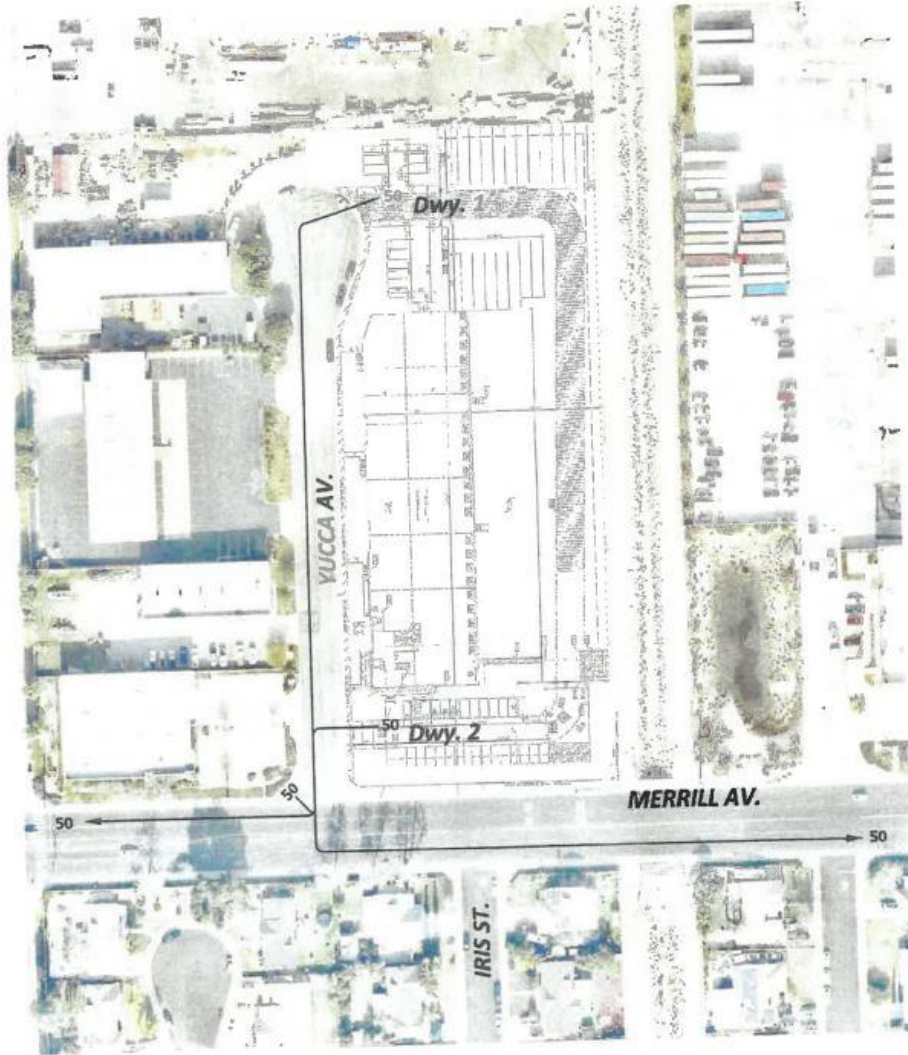


13010 - locmap.dwg



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EXHIBIT 3: PROJECT (PASSENGER CAR) TRIP DISTRIBUTION



LEGEND:

10 = PERCENT TO/FROM PROJECT

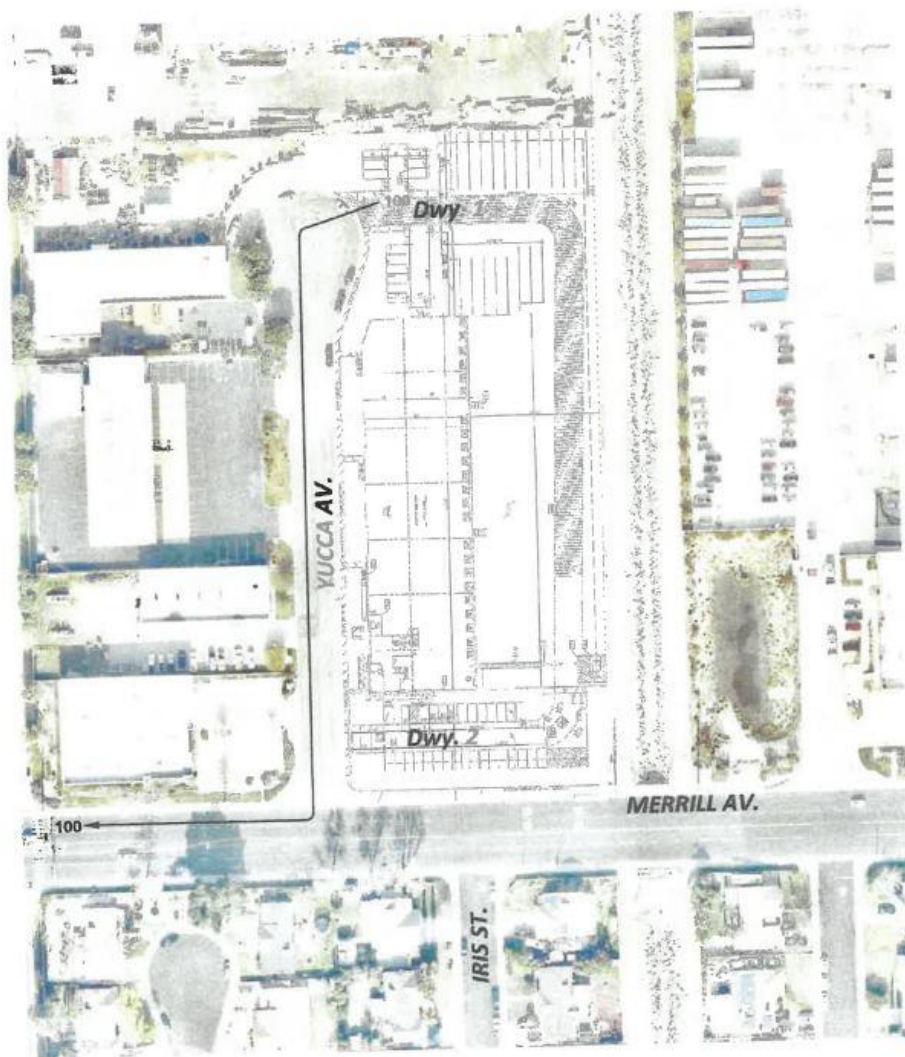


13010 - trip.dwg



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EXHIBIT 4: PROJECT (TRUCK) TRIP DISTRIBUTION



LEGEND:

10 = PERCENT TO/FROM PROJECT



13010 - trip.dwg



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Table 1

Project Trip Generation Rates

Land Use ¹	Units ²	ITE LU Code	AM Peak Hour			PM Peak Hour			Daily ³
			In	Out	Total	In	Out	Total	
Actual Vehicle Trip Generation Rates									
Warehousing ³	150	TSF	0.240	0.060	0.300	0.080	0.240	0.320	3.560
	Passenger Cars (60.0%)		0.144	0.036	0.180	0.048	0.144	0.192	2.136
	2-Axle Trucks (0.8%)		0.002	0.001	0.003	0.001	0.002	0.003	0.029
	3-Axle Trucks (11.2%)		0.027	0.007	0.034	0.009	0.027	0.036	0.399
	4-Axle+ Trucks (28.0%)		0.067	0.016	0.083	0.022	0.067	0.089	0.996
PCE Trip Generation Rates									
Warehousing ³	150	TSF	0.240	0.060	0.300	0.080	0.240	0.320	3.560
	Passenger Cars (60.0%)		0.144	0.036	0.180	0.048	0.144	0.192	2.136
	2-Axle Trucks (0.8%) (PCE = 1.5) ⁴		0.003	0.002	0.005	0.002	0.003	0.005	0.044
	3-Axle Trucks (11.2%) (PCE = 2.0) ⁴		0.054	0.014	0.068	0.018	0.054	0.072	0.798
	4-Axle+ Trucks (28.0%) (PCE = 3.0) ⁴		0.201	0.048	0.249	0.066	0.201	0.267	2.988

¹ Trip Generation Source: Institute of Transportation Engineers (ITE), *Trip Generation Manual*, Ninth Edition (2012).

² TSF = thousand square feet

³ Vehicle and Truck Mix Source: City of Rialto Public Works Department *Traffic Impact Analysis Report Guidelines and Requirements* (2013).

⁴ PCE rates are per City of Rialto Public Works Department *Traffic Impact Analysis Report Guidelines and Requirements* (2013).



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Table 2

Project Trip Generation Summary

Project	Quantity	Units ¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Actual Vehicles									
Dedeaux Industrial Center	36,500	150							
Passenger Cars:			5	1	7	2	5	7	78
Truck Trips:									
2-axle:			0	0	0	0	0	0	2
3-axle:			1	0	1	0	1	2	16
4+axle:			2	1	4	1	2	3	38
- Truck Trips			4	1	5	1	4	5	56
Total Trips (Actual Vehicles)²			9	2	12	3	9	12	134

Passenger Car Equivalent (PCE)									
Dedeaux Industrial Center	36,500	150							
Passenger Cars:			5	1	7	2	5	7	78
Truck Trips:									
2-Axle (PCE = 1.5)			0	0	0	0	0	0	4
3-Axle (PCE = 2.0)			2	1	2	1	2	3	32
4+Axle (PCE = 3.0)			7	2	9	2	7	10	114
- Truck Trips (PCE)			9	2	12	3	9	13	150
Total Trips (PCE)²			15	4	19	5	15	20	228

¹ TSF = Thousand Square Feet

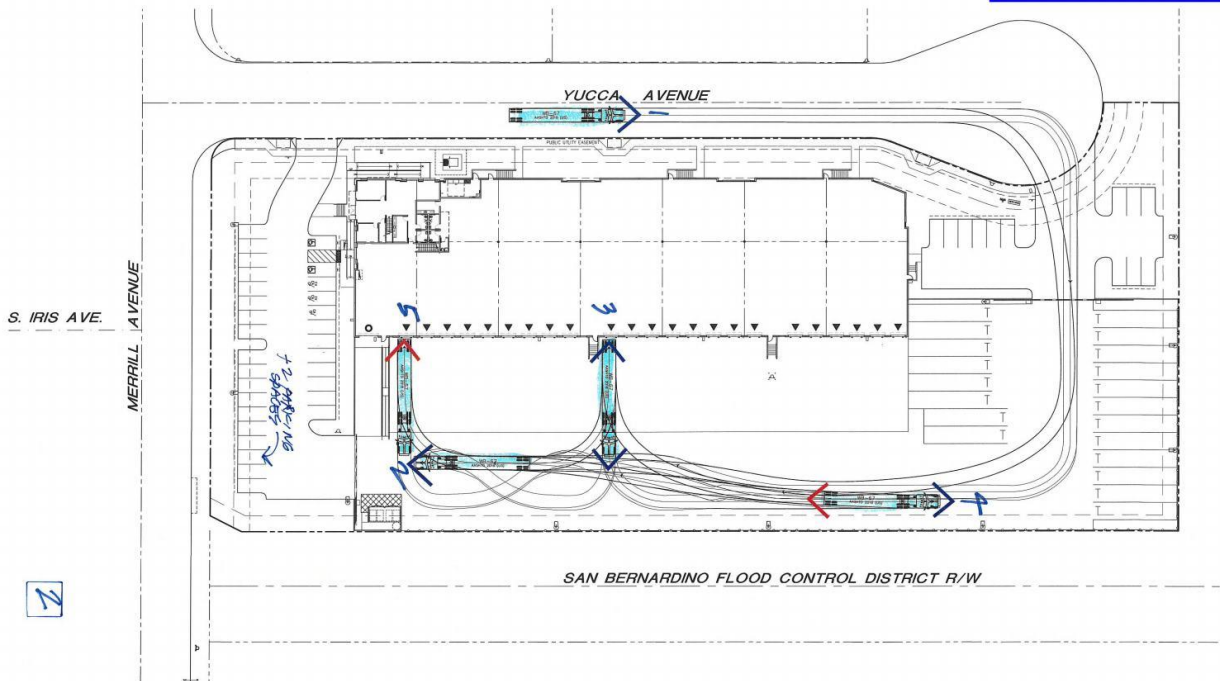
² Total Trips = Passenger Cars + Truck Trips



Exhibit "B"

Truck Maneuvering Template

GAA ARCHITECTS
Yucca Warehouse - BLD20-0939
Planning Correction #2 - Truck Maneuvering
07/10/20



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